A PENNSY GP9 FAREWELL

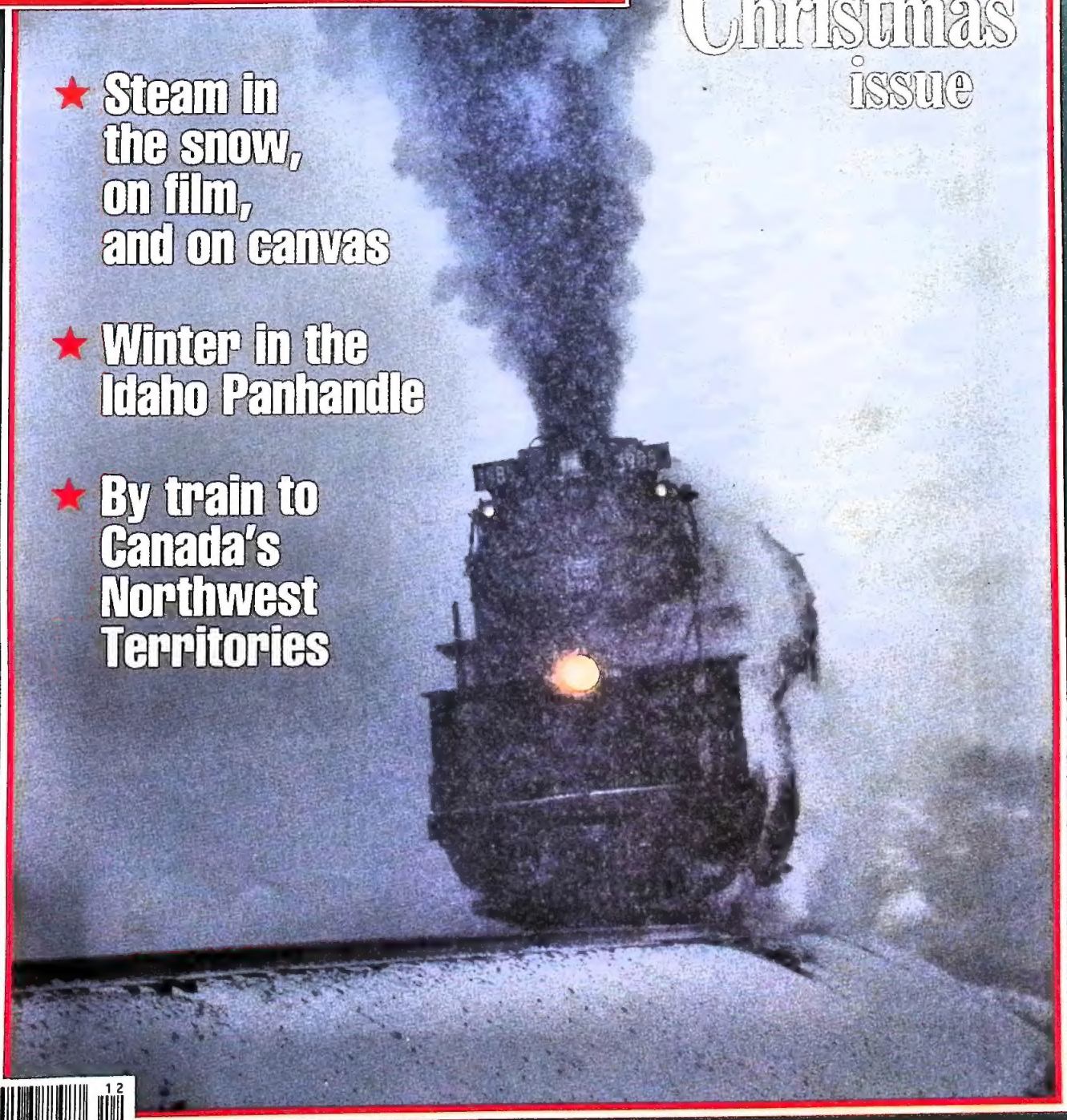
DECEMBER 1987 $2.50

Trains

THE MAGAZINE OF RAILROADING

12th annual Christmas issue

- Steam in the snow, on film, and on canvas
- Winter in the Idaho Panhandle
- By train to Canada's Northwest Territories



151—Table Switch Lamp. RR black enamel. Original red and green day signal targets. $122.95

154—Su... Switch Lamp. An... ue copper (shown) o... ntique brass. Ho... d lenses. Comple... and ready to ha... Open bott... $117.95

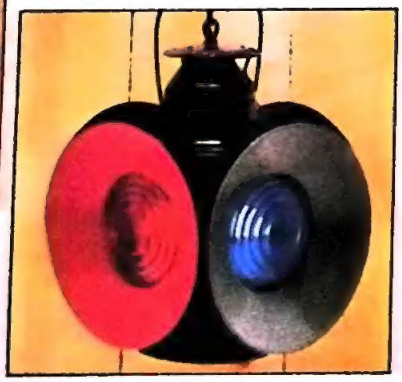
152—Table Switch Lamp. Antique copper (shown) or antique brass finish. Hooded lenses. $132.95

NOT AVAILABLE

171—Brakeman's Lantern Lamp. Handblown globe in red or amber. $79.95 Blue or green. $89.95 Specify color preference.

380—Caboose/Ranch Wall Lamp. Antique copper (shown) or antique brass finish. Oil lamp (electric converter included). $64.95

172—Crossing Gate Lantern Lamp. Unusual red fresnel globe. $74.95



153—Ceiling or Porch Switch Lamp. Day targets. Complete and ready to hang. Open bottom. $107.95

RAILFINDERS

Splendid lamps to own or give. Hand-made for you from genuine railroad lamps and lanterns, from the original, century-old railroad suppliers. Rare and timeless railroadiana.

AAR regulation lenses and globes light up on 4-way switch. Shades are natural burlap.

Send check or Money order. Add 10% for UPS and handling. Write or call with MasterCard/Visa number for same day shipment.

Railfinders
4519 Ridgewood Avenue
Saint Louis, Missouri 63116
(314) 353-1551

ROUGH TIME FOR REGIONALS

IS the regional railroad movement in danger of being derailed, or is it merely encountering a slow order? Whichever, it was rocking over some rough track as summer waned. In developments to events reported in these columns last month, Jack Haley gave up the fight at Chicago, Central & Pacific and resigned. Pittsburgh & Lake Erie's unions struck in protest of the railroad's plans to sell out to a new owner who would not honor existing labor contracts. And the Interstate Commerce Commission delayed a major line sale in the Midwest—that of 1785 miles of Soo Line's Lake States Transportation Division to Wisconsin Central Ltd.

Haley surrendered on September 17, 1987, resigning as chairman, CEO, and president of the 777-mile CC&P. Possibly because he had taken Chicago Central into Chapter 11 bankruptcy, he apparently had no new financing lined up, and allowed General Electric Credit Corp., CC&P's chief creditor, to buy out his 58 per cent stake. Donald R. Wood Jr., formerly executive vice president, operations, for Burlington Northern, was named CC&P president. He's known as a cost-cutter and helped instigate BN's third-party program of locomotive financing, by which BN pays Oakway Inc., a lessor, for kilowatt-hours of electricity generated by 100 EMD SD60's painted for, and maintained by, the builder rather than BN.

Operations on the profitable Chicago Central continued unabated, and most other officials remained in their posts. No immediate manpower or train-frequency cutbacks were announced. With Haley gone, CC&P was to come out of Chapter 11 and the Haley-GECC lawsuits were to be dropped. For now, any long-term effects from this highly publicized control struggle remain a question mark. Meantime, Haley stays at the helm of his original railroad, the 108-mile Cedar Valley from Waterloo, Ia., up into southern Minnesota.

The P&LE situation addressed a more fundamental worry for Class 1's trying to shed main or branch lines: labor protection. A primary attraction of these sales for both buyer and seller has been the opportunity to operate a profitable (but perhaps marginally so) rail property with fewer people earning lower pay under new work-rules. Many of the larger of these new roads, including Chicago Central, are unionized. Since 1982, the ICC has routinely approved such sales without imposing protective labor conditions, on the ground that it's not specifically required by law to do so. The would-be buyer of the 182-mile P&LE, Chicago West Pullman Transportation Corp. (CWP), announced plans to operate with about half the current number of employees, at lower pay, and said it would negotiate with the unions for new contracts with new work-rules.

The Class 1's have been moving as fast as they can on these sales, fearing legislation imposing mandatory labor restrictions in the transactions. Indeed, the AAR's Frank Wilner, in his summation of the railroad labor picture for 1988 (pages 20-20A), says that although "a case can be made for paring back rail labor protection to a level commensurate with that existing in other industries, incredibly, an effort is underway by rail labor to legislatively extend the existing protection to line acquisition cases. . . . If rail labor is successful in extending this protection, the economics of regional and short-line railroads will be jeopardized, additional rail abandonments most likely will occur, less rail traffic will be available for feeding into trunk lines, and more productive jobs will be lost." Given the railroads' eroding share of the nation's freight traffic, who can doubt

Trains
THE MAGAZINE OF RAILROADING

EDITOR J. DAVID INGLES
ASSOCIATE EDITOR KEVIN P. KEEFE
PRODUCTION EDITOR NANCY L. BARTOL
EDITORIAL SECRETARY ELLEN R. MLADA
LIBRARIAN GEORGE H. DRURY
ART DIRECTOR GEORGE A. GLOFF
ART DEPARTMENT MIKE DANNEMAN
A. L. SCHMIDT
LA VERNE F. BLEIFUSS
ROBERT A. WEGNER
EDITOR EMERITUS DAVID P. MORGAN
FOUNDER A. C. KALMBACH 1910-1981
PUBLISHER WALTER J. MUNDSCHAU

DECEMBER 1987 VOLUME 48 NUMBER 2

3 NEWS AND EDITORIAL COMMENT
10 ARRIVALS & DEPARTURES
12 RAILROAD NEWS PHOTOS

20 **A WATERSHED FOR RAIL LABOR?**
Will the industry be able to keep up with the times?
FRANK N. WILNER

28 **CLEARING CUMBRES PASS IN 1906**
A remarkably sharp action photo for the time
E. J. HALEY

30 **WINTER IN THE IDAHO PANHANDLE**
BN, UP, St. Maries River fight 26 inches of snow
BRUCE KELLY

39 **AN SW1200 FOR CHRISTMAS**
Guess who's coming to dinner
J. DAVID INGLES

40 **LAST OF THE LARGEST CLASS**
How Pennsy GP9 7093 made Christmas breaks worthwhile
ALEXANDER D. MITCHELL IV

43 **PHOTO SECTION**
All-color, all-winter—steam, diesel, and electric

50 **SURREY, AN EVENING BEFORE PROGRESS**
GN's Empire Builder: They can't stay the artist's brush
DAVID P. MORGAN

52 **BY TRAIN TO THE NORTHWEST TERRITORIES**
As far north as you can go
J. DAVID INGLES

61 **CHRISTMAS ON A CABOOSE**
"I thought maybe it was something special"
NORMAN L. SEVY

86 **TRAINS TURNTABLE**
Today, Pocono Summit; tomorrow, Horse Shoe?
HENRY F. SOMMERS

64 RAILWAY POST OFFICE
70A SECOND SECTION
81 RUNNING EXTRA
83 INTERCHANGE

COVER: Union Pacific Challenger 3985 on October 20, 1984, excursion near Harriman, Wyo., by David R. Busse [see page 43].

TRAINS Magazine (ISSN 0041-0934) is published monthly by Kalmbach Publishing Co., 1027 N. 7th Street, Milwaukee, WI 53233-1471. Telephone: (414) 272-2060. Subscription Rates: 1 year, $25; 2 years, $47; 3 years, $68. With foreign postage outside the U.S.A., 1 year, $31; 2 years, $59; 3 years, $86. © 1987 Kalmbach Publishing Co. Title registered as trademark.

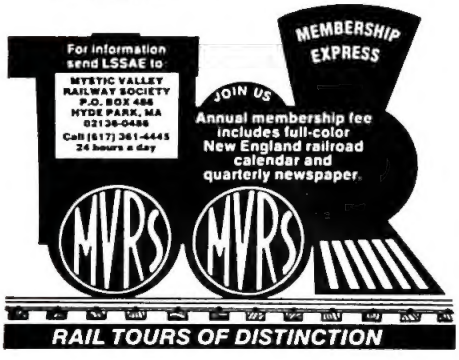
TRAINS Magazine assumes no responsibility for the safe return of unsolicited editorial material. Acceptable photographs are held in files and are paid for upon publication; original 35mm color slides or 8×10-inch black-and-white or color enlargement prints are preferred. Feature articles are paid for upon acceptance. Information about submitting articles is available on request from the editorial secretary. Second-class postage paid at Milwaukee, Wis., and at additional offices. Member, Audit Bureau of Circulations.

POSTMASTER: Send address changes to TRAINS, 1027 North 7th Street, Milwaukee, WI 53233-1471. Canadian second-class postal permit 9506. Send Canadian address changes to Kalmbach Publishing Co., P.O. Box 1051, Fort Erie, Ont. L2A 5N9. Printed in U.S.A.

PRESIDENT JAMES J. KING
EXECUTIVE VICE PRESIDENT WALTER J. MUNDSCHAU
VICE PRESIDENT, SALES / MARKETING ROBERT A. MAAS
ADVERTISING SALES MANAGER FREDERICK J. HAMILTON
ADVERTISING PRODUCTION MANAGER CATHY SCHNACKENBERG
MARKETING DIRECTOR / MAGAZINES GARY W. DOLZALL
MARKETING DIRECTOR / PRODUCTS SUSAN POOLE
CUSTOMER SERVICE LAURIE FEILER

CAR SALE
• 2 Business Cars (HW) • 2 International Cabooses
• 1 RPO (HW) • 1 Diner
• 1 Baggage Car (HW)
JONATHAN WOOD
1923 N.W. 42nd
Oklahoma City, Oklahoma 73118
(405) 942-2222

RAIL FACTS NEWSLETTER
Subscribe NOW to America's Newest Rail Publication
Interesting Facts and Figures
Stories, Puzzles, and Trivia
$5 per year (six issues) $1 for sample
P.O. Box 366 Centerville, Utah 84014

MYSTIC VALLEY RAILWAY SOCIETY


RAIL TOURS OF DISTINCTION

Books on the NORTHERN PACIFIC

NORTHERN PACIFIC VIEWS
Magnificent duotone photographs of the Northern Pacific in the 1880-1905 era. Photos of trains, stations, locomotives, towns, and farms along the NP. A large oversized (10" x 14") handsome book. Very nice book at a very good price. **$24.95.**

NORTHERN PACIFIC SUPERSTEAM
Covers the development, construction, and operation of NP's best steam locomotives. Good action photos. Includes compact history of the NP. 250 photos, rosters, maps, data tables, paintings. 226 pages. High quality book. **$44.95.**

NORTHERN PACIFIC CLASS A 4-8-4
Excellent low priced soft cover book with 12 full color shots, 80 black-and-white, diagrams, two-page full-color fold out, rosters, specs, etc. Color cover. 100 pages. **$12.95.**

THE NORTHERN PACIFIC
Pictorial history of NP from the beginning at Duluth in 1870 to the diesel age. Reprint of a book published in the 1970's. 208 pages, 324 photos. **$22.95.**

NP's Duluth Union Depot
A fine pencil drawing of one of NP's largest and one of America's most beautiful railroad stations. Printed on high quality paper. Signed and numbered. 8" x 11" print size. Limited to 500 prints. **$5.00.**

$1.00 postage per book.

RAILROAD BOOK NEWSLETTER
P.O. BOX 684 ANOKA, MN 55303
Guaranteed Satisfaction.

that logic? If you can't operate a line more economically than the current owner, why purchase it?

Perhaps because it's an entire railroad being sold, rather than just part of a large system such as a branch or group of lines, P&LE became the target of the first high-profile attempt by the affected labor forces to stop a sale. In what P&LE and CWP termed an illegal strike, P&LE's 14 unions went out twice in late September, and then picketed, in secondary boycott, three short lines: P&LE connection Pittsburgh, Chartiers & Youghiogheny and two CWP roads in Illinois: Chicago, West Pullman & Southern and Manufacturers' Junction (which, as it happens, performs TOFC terminal work for Chicago Central). Meanwhile, Representatives Doug Walgren (Dem., Pa.) and James Florio (Dem., N.J.) were among sponsors of bill H.R. 3332, which would establish a sliding scale of payments to workers who lose jobs in these railroad line sales.

Most of us can empathize with a railroad employee faced with the possibility of either losing his or her job, or taking a huge pay cut to keep it. But as the AAR's Wilner points out, "During the past several years, mergers, consolidations, and plant closings in many industries have resulted in labor retrenchments at least as severe as any experienced by rail labor. No case has been made that the problems of rail labor are unique in the American work force." On September 29, the ICC refused to halt the P&LE sale.

Labor affected by the Soo Line sale protested in a less obvious manner—to the ICC. Wisconsin Central was ready to complete its $122 million Soo purchase on September 12, and even had one locomotive painted for inauguration day (maroon and yellow—old Soo colors—with a shield-shaped emblem, similar to Soo's predecessor, the original Wisconsin Central). Merger-related job guarantees from Soo's 1985 acquisition of the Milwaukee Road, and local union resistance to the WC's announced pay scale (15 to 20 per cent below Soo) had steered many Soo employees away from signing on with the new carrier, and WC had to advertise in newspapers for some operating employees, including engineers. The new road said, however, that 400 of 432 Soo employees it had offered jobs had accepted. WC, which will be unionized, anticipated a total work force of 700; it's expected to take in enough annual revenue to qualify as a Class 1 road.

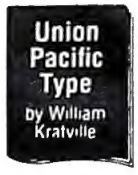
In a surprising move, the ICC on September 9, 1987, postponed the sale at the request of Soo's 17 unions, and solicited public comment. Despite the coincidence of timing with Chicago Central's troubles, there was no problem apparent with WC's financing [page 17]. On October 8, the ICC lifted its postponement order, and Wisconsin Central began operations October 11.

The American Railroad Conference and Exposition on Local and Regional Railroads was set for October 25-27 in Washington, D.C. With the above disruptions, it couldn't have been more timely.—J.D.I.

The covered hopper box car

When is a box car not just a box car? When it has an unloading hopper in the center of its floor. Bethlehem Steel presents the Beth-Combo, a 104-ton-capacity, 50-foot aluminum box car (empty weight 27½ tons)

SEABOARD SYSTEM
RAILROAD OF THE SOUTH
by Paul Carleton is Ready!
This hard cover 208 page book [illegible] photo/factual locomotive history [illegible] and Family Lines power plus a lo[illegible] SCL, ACL, L&N, SAL units etc. [illegible] the first generation.
Maps and rosters help complete the picture.
$36.95 postpaid
D. CARLETON RAILBOOKS
P.O. Box 1827, Dunnellon, FL 32630

THE CLASSIC BOOK ABOUT UNION PACIFIC TYPE 4-12-2!
Enlarged again! Hundreds of photos, drawings, reams mechanical, operations data full story design on includes all mods. Out soon! Reserve your numbered, autographed copy today. Two books in one! Includes full story of 4-10-2 locos.


Auto-Liner Industries
9290 W. Dodge Rd., Suite 203, Omaha, NE 68114

MILEPOST 1
BOOK & GIFT SHOP
— of the —
CALIFORNIA STATE RAILROAD MUSEUM
Over 1000 Titles Always In Stock!
CALL US FIRST!
Milepost 1 and the State Railroad Museum are open 7 days a week 10 AM - 5 PM
PHONE ORDERS (916) 447-9665 VISA/MC
115 "I" STREET · OLD SACRAMENTO, CA 95814
SEND $1.00 FOR CURRENT CATALOG

☆ GROUP TOURS ☆
and
WORLDWIDE
INDIVIDUAL
TRAVEL
ARRANGEMENTS
Train/Air/Ship
Tickets
RAIL STUDY TOURS INTERNATIONAL®
c/o W.I.T. Travel, Inc.
1401 Wilson Blvd. Arlington VA 22209
703-998-2362

NEW VIDEO
Rails, Wires & Pantagraphs
Join us for a unique look at Electric Railroading as seen through the 16mm lens of Doug Short. See Milwaukee Li'l Joes in Idaho, Canadian National's Montreal Electric Lines as well as New Jersey's GG-1's and E-Units. A quick look at Amtrak, then it's off to the South Shore Line for lots of interurban and Li'l Joe action. This tape will change your mind if electrics don't interest you. COLOR, SOUND, NARRATION. 28 MINUTES. $39.95.
Tapes shipped postpaid, Ontario residents add 7%
SPECIFY VHS or BETA
RAIL INNOVATIONS
55 Parfield Drive, Willowdale, Ontario, Canada M2J 1C2

Carl Loucks

...SELLING RAILROAD TIMETABLES

199 Wayland St., North Haven, CT 06473

SPECIALS OF THE MONTH...
a few of the more than 100,000 items in our stock. We do NOT sell any re-prints. All are original railroad issue.
You'll learn about railroad operations from these....

RULE BOOK –
SEABOARD SYSTEM 1984. Over 200 pages with operating, signal and communications rules.
Hard Cover Binder ..... $20.

CONDUCTOR'S INSTRUCTIONS: –
Amtrak 1981. Fare Rules, Safety Rules, Operating Rules, PA Announcements, etc. 200+ pages, Hard Cover three ring Binder ..... $20.

AMTRAK EMPLOYEE TIMETABLE:
Northeast Corridor, Schedules, Instructions, maps, Over 400 pages, Binder ..... $20.

EMPLOYEE TIMETABLES: Line by line trackage, instructions, speeds etc.....

CN-Prarie 1986	$ 8.
GTW-System 1982	$ 6.
ICG-Midwest 1983	$ 6.
MILWAUKEE RD Syst-82	$10.
N & W-Pocahontas 1981	$ 6.
NS-Crescent 1987	$ 8.
PRR-Eastern 1965	$ 8.
PC-Eastern 1971	$ 8.
SBD-Florence 1984	$ 6.
SBD-Nashville 1985	$ 6.
SBD-Raleigh 1985	$ 6.
SOO-SYSTEM 1986	$10.
SSW-Kansas City 1981	$ 8.
SP-Eastern 1986	$ 8.
SP-Northern 1986	$ 8.
UP-System (with MP) 1986	$ 8.

PUBLIC TIMETABLE SPECIAL:
The history of your favorite road told in timetables. One from the 1940s, one from the 1950s, one from the 1960s...3 System timetables for only $12.00. Choose from ATSF,ACL,CB&Q, MILW,CRIP,CV,C&O,B&O,IC,GN,NH, NYC,N&W,NP,PRR,SAL,SOU,UP. Six sets for $60.00

EMPLOYEE TIMETABLE STARTER KIT: Ideal for the new collector. Ten employee timetables, hours of interesting reading about railroad operations. One each from the SP, UP,ICG,SCL,SOU,ATSF,BN,MP, ROCK ISLAND, and CP. All ten for $25.00.

Our monthly catalogue lists hundreds of items. No charge, sent with each order, or send a SSAE.

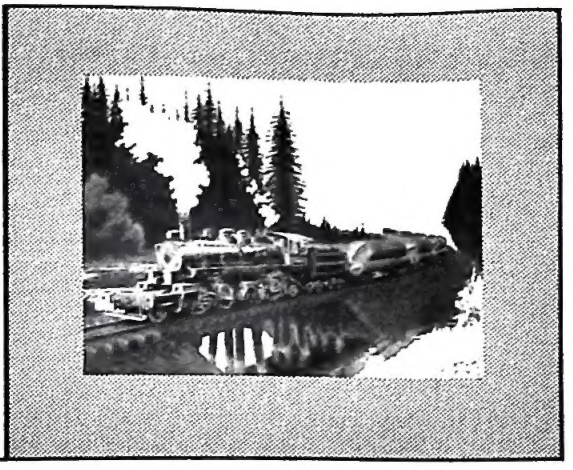
Carl Loucks
. SELLING RAILROAD TIMETABLES
99 Wayland St., North Haven, CT 06473

...a new series from M.F. Kotowski
"THE MIGHTY MALLETS"

"SKOOKUM NUMBER 7"

One of the smallest Mallets ever built was the Skookum "7". Illustrated with a conventional train of logs, the number 7 eases around a curve in the eleventh of a series of twelve illustrations depicting the Mallet in America by Mike Kotowski is now available. Start your Mighty Mallet collection now. Each 8¾ x 11 inch print is mounted on a 14 x 16 gray matt ready for framing. Each is signed and numbered by the artist. A brief history and a signature certificate is included.

$19.95
California residents add 6% sales tax.
Send To:
M. F. KOTOWSKI RAILROAD ART
P.O. BOX 400
CAMPBELL, CA 95009

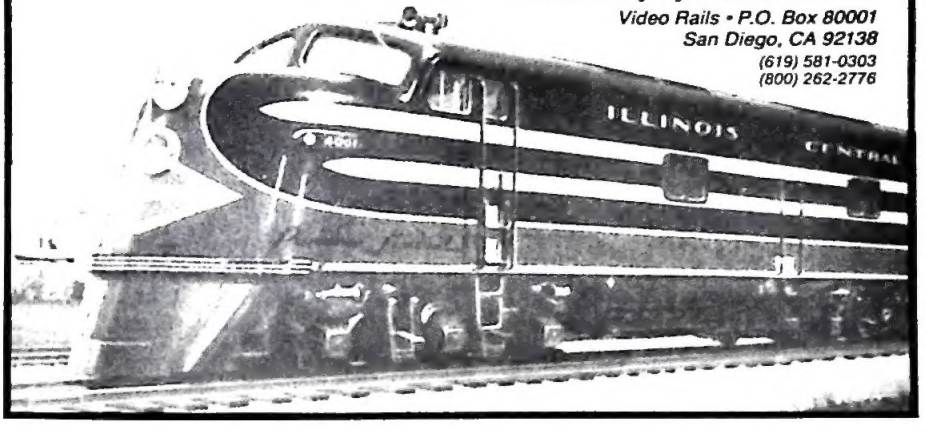


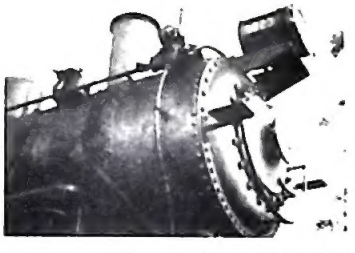
STREAMLINERS OF YESTERYEAR

See original consists of many of yesteryears famous trains.
Spectacular Full Color & Sound Video Cassette VHS or Beta

***Take A Ride With* Video Rails™**
Producer of Award-Winning Video Programs

Call or write for free color brochure:
Video Rails • P.O. Box 80001
San Diego, CA 92138
(619) 581-0303
(800) 262-2776





Double-Header Gift Idea!

2 New Videos in Time for the Holidays:

Order by December 10
Delivered by December 25!

Blue Mountain & Reading Railfan Weekend II
ONLY $19.95
Capture an entire railfan weekend in 26 minutes!
Color and natural sound
Featuring: 425 & 2102 Doubleheader • Pennsylvania E-8's • Exciting Run-by's!

Pennsylvania Shortlines
Action filled 45 minute video of 8 Pennsylvania excursion railroads
Color, natural sound, narration
Ride the Cabs • Exciting Runby's
Meet the Railroaders who make it possible.
ONLY $39.95

From the Professional Studios of:
Kauffman Creative Services
P.O. Box 4, Campbelltown, PA 17010

HOLIDAY SPECIAL:
ORDER BOTH ONLY $49.95
Hurry! Offer ends December 10

PA Residents add 6% State Sales Tax.

75 Large R.R. Wall Plaques

11" to 14" heralds, silk screened in authentic prototype colors cut from strong 1/8" tempered hardboard.

SUSY Q • CONRAIL • BCR • PGE • C&IM • AMTRAK • N SHORE • S SHORE • CHESSIE • COT BELT • MAINE C • NP • NP (Yellowstone) • SOO • GN 1922 • GN 1940 • GN Blue • GN Blue w/let • SP&S • N&W old • N&W new • VERMONT • KCS • D&H • WM • MILW • CMSP&P • DRG&W • RGS • C&S • UP • SP • UP Overland • NYC Oval • NYC Bar • JC • CGW • EL • ERIE • LACK • SOO • LNE • C&O • B&O • ALGOMA • BN • CB&Q • FRISCO • L&N • PE • ROCK • C&NW • WAB • SANTA FE • DM&IR • NYO&W • PC • ACL • IC Rail • IC Dia • SI • PENN • READ • MKT • SEAB • ALASKA • CP Rail • CP Beaver • CN • GT • NICKEL PLATE • NYNH&H • WP • MP • RR

$7.00 EACH add $2.50 per order for P&H.
5 or more $6.50 ea. 10 or more $6.00 ea. 20 or more $5.50 ea.

SIGNAL SIGNS - (509) 327-6688
W. 727 Garland Ave. • Spokane, WA 99205

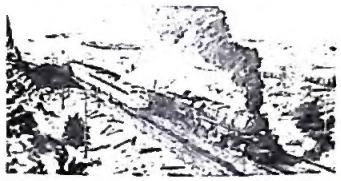
MAKES A GREAT CHRISTMAS GIFT FOR SELF OR OTHER!

MONUMENT HILL 1955 "The Eagle Soars"
Supply is limited to 750 numbered, signed prints
16" x 24" Image--$20.00 postpaid

"Colorado Eagle"

Full color lithograph from Original Painting by artist: E. Krabbenhoft
Printed on Fine Quality 65 lb. Paper

SEND FOR FREE DETAILS
SATISFACTION GUARANTEED



SHERMAN HILL 1957 "The Future Passes"
by Larry Fisher 24" x 36"--$25.00 postpaid

UP City of L.A. & Big Boy #4022

Full Color Lithograph from Original Painting

Send Check or M.O. to **TRACKSIDE PRINTS**
P.O. Box 310898, Dept. T, New Braunfels, TX 78130

For Christmas...

we're trimming the prices on all our railroad videos to **only $24.95 each.** This is 25% to 40% less than our regular price. For even more savings purchase any two videos for **$44.95,** or any three videos for **$59.95.** (But don't wait, this offer is only good through 12/31/87.)

NOW ONLY $24.95 EACH

"Berkshire Through The Bluegrass" Ex-NKP #765 rides Southern rails through central Kentucky. 31 mins.

"Seven Six Five"...Berkshire action in W. Va's New River gorge and on ex-Wabash rails in No. Indiana 33 mins.

"Class J...Highball!". N&W's #611 steams down the Southern main between Cincinnati & Danville, Ky. 27 mins.

"Six One One" Fast-paced "J" action over Southern rails through the mid-south, plus N&W's "Pocahontas" line. 33 mins.

"Light Pacific": Ex-L&N Pacific #152 on her 1985 break-in run between Louisville & Lexington, Ky. 25 mins.

"Light Pacific...Second Section"...#152's 1986 Louisville-Lexington runs, plus action on the Bardstown & Lebanon branches. 28 mins.

"Pacific Through The Cumberlands"...#152 on a 10/86 trip over L&N rails to Appalachia, Va., through the magnificent Cumberland Mtns. 35 mins.

"The Birmingham Special". Southern F-units head up an excursion between Chattanooga & Birmingham. 4/83. 35 mins.

"Over, Under, Around & Through". Seaboard F's & 2nd generation diesel power tackle the rugged Clinchfield RR, spring of '85. 36 mins.

"Lines Into Louisville". Contemporary action on the Seaboard, Southern, ICG & Conrail, including ex-Monon BL2 #32 & Southern F's. 40 mins.

LASTING IMPRESSIONS
2707 Colonel Drive•Louisville, KY 40222
(502) 426-6397 • VISA/MASTERCARD

THE BEST

SIGNAL
COMPUTER CONSULTANTS

SIGNAL Computer Consultants
P.O. Box 18222, Dept. 8
Pittsburgh, PA 15236
(412) 655-7727

Our customers call them addictive; railroaders say they're realistic. Choose from the following computer programs that simulate railroad operations in a way that is both educational and fun.

TRAIN DISPATCHER - An introduction to Centralized Traffic Control (CTC) on railroads. Gain skill in routing rail traffic as you become the dispatcher in this simulation. Commodore 64, 128 - $15; Atari 800, 800XL, 130XE - $15; Apple II Family - $20; IBM PC (Color graphics required) and compatibles -$25.

TRACK BUILDER - Design additional rail networks for use with ***Train Dispatcher.*** Not a stand-alone program. Available for IBM PC (Color graphics required) and compatibles - $15.

LOCOMOTIVE SWITCHER - Railcar manipulation and switching problems in a small industrial yard. Try to minimize damage and maximize efficiency as cars free roll or are pushed to their computer-determined destinations. Commodore 64 or 128 - $30.

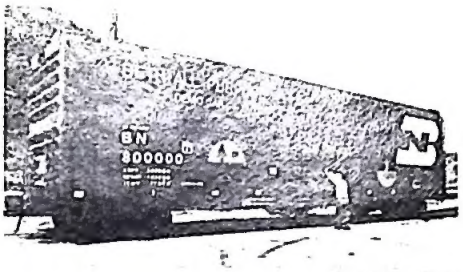
SUPER DISPATCHER - An advanced Centalized Traffic Control simulation inspired by our popular ***Train Dispatcher.*** For those who like a real challenge! Commodore 64 or 128 - $35.

SUPER TRACK BUILDER - Design additional rail territories to augment those provided with ***Super Dispatcher.*** Not a stand-alone program. Commodore 64 or 128 - $20.

RAILROAD SIGNALS - NEW for Fall, 1987. Based on the rule books of six different railroads, this tutorial teaches how to interpret the signals that guide the engineer as he operates the train. Commodore 64 or 128 - $15.

COMMING SOON for Commodore 64, 128 -- NORTHEAST CORRIDOR - A Centralized Traffic Control program that uses the actual track diagrams and passenger train schedules of one of the most difficult-to-control stretches of track in the U. S. Employs screen displays and man-machine techniques that are beyond state of the art! Previous customers will be notified via direct mail when ***Northeast Corridor*** is released. Others please watch future ads for ordering and price information.

U.S.A. & Canada add $2.50 postage and handling ($4.00 foreign) for each product ordered. All checks or money orders must be in U.S.A. funds, all foreign payments must be against U.S.A. banks. PA residents add 6% state sales tax. Visa, Mastercard also accepted; show card number, expiration date, and signature. We guarantee and support our products.



Bethlehem Steel.

IS it a box car? A covered hopper? Yes.

that also serves as a covered hopper car. It's demonstrating as No. 800000 (above) of Burlington Northern, a major supporter of the project. When the car serves as a hopper car, its side plug doors are automatically locked. Its unique "walking floor" can sweep the lading to the hopper and clean the floor in 6 minutes. Bethlehem's Don St. Laurent designed the car, which the builder envisions as helping alleviate the return-empty (deadhead) nature of single-configuration cars.

Is the concept, which probably is not new, years too late to catch on? Despite the attractiveness of TOFC/COFC, unit trains, and RoadRailers (it *is* difficult to imagine a RoadRailer train of grain), there are those railroaders who see some kind of future for the box car (Conrail's Stanley Crane is one—see page 20, November 1987 TRAINS). Bethlehem's current creation at least adds a dimension to that stance.

A mad DASH

Those new "most powerful single-engine" locomotives Union Pacific has ordered from General Electric [page 10, October 1987 TRAINS] inaugurate a new model designation scheme from the builder, and we'll be kicked if we can figure out the reasoning behind it. Under the previous nomenclature, they'd be C40-8's: *C* for "C," or six-motor trucks, *40* for 4000 h.p., and *-8* for the Dash 8 series. (This model line of microprocessor-equipped locomotives followed GE's Dash 7 series, introduced in 1977—the "-7" standing for '77.) As diesel designations go, -7 and -8 sort of made sense. But not the new monicker: DASH 8-40C, or, literally, "Dash eight dash forty C." DASH is not an acronym, hence the designation is redundant; it could be abbreviated -840C. Wouldn't C40-8 be descriptive *and* make sense?

Competitor Electro-Motive Division of GM went awry two and a half decades ago when it jumped away from a brief fling with

★VIDEO★

from

WILD ROSE PRODUCTIONS

CONTINENTAL DIVIDE: A Winter's Journey

- 60 minutes
- full color & sound
- narration
- original music
- vintage 50's film of original train included

Shot in the spectacular Canadian Rockies during winter, this video features the last days of Via Rail's veteran FP9 diesel and introduces you to the new F40PH-2.

$59.95 + $2.50 postage & handling

Still available:

SD40-2's IN THE CANADIAN ROCKIES 42 min. $59.95

WAREHOUSE ON WHEELS 60 min. $59.95

VISA money order VHS/Beta MasterCard

Wild Rose Productions
3531 7 Ave. S.W.
Calgary, Alberta
Canada, T3C 0C9

"N & W 1218 IN THE RAT HOLE"

V
TRAIN LAND steams from
D
E
O

LEXINGTON, KY. to CHATTANOOGA, TN. across high bridge, Kings Mt. Trussel, Cumberland River Bridge, Danville Yard, some of the "RAT HOLE'S" famous tunnels, 1.1% Lancing Grade, thru gorges, and much more!

Conversation of crew, runbys, driver shots, stills, pacing, cab Ride's when available.

VOL. I-1 HR $39.95

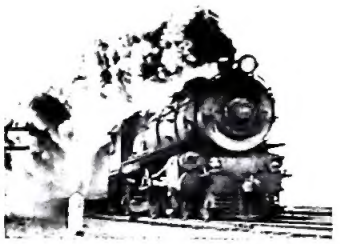
Tenn. Res Add 7% Tax

For complete list of video tapes send S.A.S.E. to . . .

Train Land Video
640 N. Vine Ave.
Rockwood, TN 37854

STEEL RAILS TO THE SUNRISE is back!

By Ron Ziel and George Foster



This classic photographic history of the Long Island Rail Road has been out of print for nearly a decade, after going through three printings in the 1960s. Now so scarce that used book dealers have been charging up to $125 for it, the authors have contracted to do a fourth printing in deluxe hard-cover, with a new full-color dust jacket. By popular request, the original book has not been altered, abridged, or added to. Only errors have been corrected, several photos changed and a brief one-page update made. Most importantly, a complete index has been added.

● 324 pages ● 550 photos, plus maps, rosters, etc. ● Hard-cover ● Full-color dust jacket ● All half-tone photos have been reshot ● New-comprehensive index

The complete story — in 550 photos and more than 50,000 words — of the Long Island Rail Road, from its 1834 inception to government ownership 132 years later. After nearly a quarter-century, STEEL RAILS TO THE SUNRISE is still the standard in railway history. Includes large chapters on steamboats, the Pennsylvania Railroad ownership, and much more.

SPECIAL PRE-PUBLICATION PRICE:

$39.95 (Priced at $49.95 after Feb. 1, 1988)

All copies autographed by co-author Ziel

Also, still available:
THE PENNSY ERA ON LONG ISLAND, $22.95, $1.50 postage.
LONG ISLAND HERITAGE, THE G-5, $7.95, $1.00 postage.
ELECTRIC HERITAGE OF THE LIRR, $7.95, $1.00 postage.
THE TWILIGHT OF WORLD STEAM, $24.95, $1.50 postage.
STEEL RAILS TO THE SUNRISE: $39.95, $1.50 postage.
N.Y. residents add sales tax. Dealer inquiries invited.

Send self-addressed stamped envelope requesting brochure, or errata sheet for ELECTRIC HERITAGE.

SUNRISE SPECIAL LTD., Box 433T, Bridgehampton, N.Y. 11932, U.S.A.

THE ALASKA RAILROAD

SPECIAL $10 OFFER!!

We would like to show you why PENTREX railroad videotapes are so special. For just $10 we will send you a 20-minute videotape of selected footage from seven of our productions. If you like what you see, we'll even give you a $10 discount on your first order!

VHS/BETA CHECK OR MONEY ORDER

Pentrex

P.O. BOX 94911A
PASADENA, CA
91109

BRITISH COLUMBIA RAILWAY

horsepower-related models (*e.g.*, GP20, SD24) in order to surpass GE's U25B numerically with the GP30. But EMD's current 60-series label is at least consistent, if not indicative of anything. GE, by moving its series name from the rear to the front of the model name, has compounded the confusion.

Just as Electro-Motive's F40PH (or its new F40PH-2C) will continue to be informally known as "F40's," we suspect the new GE's will just be "C40's."

Chicken or the egg?

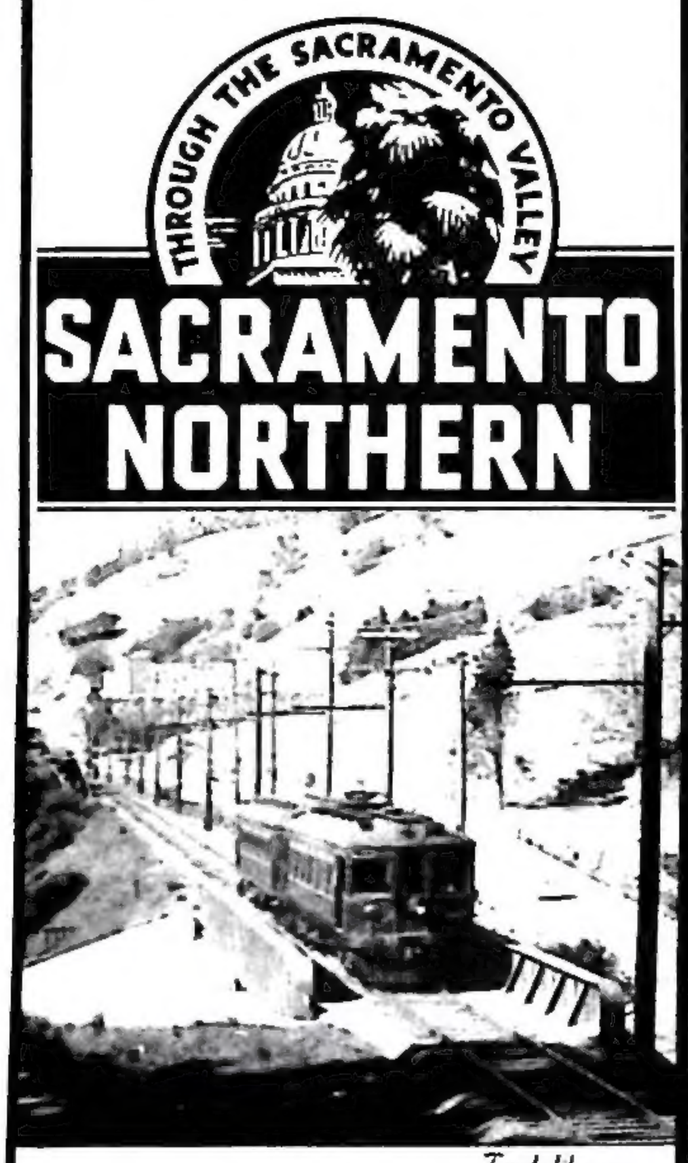
Officials in Seymour (population 15,400), in southeastern Indiana at the rail junction of Conrail's (PRR) Indianapolis-Louisville line and CSX's (B&O) Cincinnati-St. Louis route, are irate at the loss of a potential steel mill and are placing blame squarely on CSX. Nucor Steel of North Carolina selected Crawfordsville, Ind., over Seymour (and locations in two other states) as the site for a new $225 million, 900,000-square-foot mill that is expected to ship 20,000 rail carloads a year. Crawfordsville is northwest of Indianapolis at the junction of Conrail's former Peoria & Eastern (NYC) and CSX's Chicago-Louisville (Monon) lines.

Although CSX has not applied to abandon the ex-B&O through Seymour, it admits the 102-mile portion between Aurora, Ind. (near Cincinnati), and Mitchell (crossing of CSX's ex-Monon line) is under investigation for possible sale or abandonment. In today's terms, that terminology usually translates soon to an abandonment application or sale to a short line. CSX has determined that to remain competitive in the deregulated transportation market, it must reduce its present 22,000-mile system (in 19 states and 1 Canadian province) by 7000 miles by the year 1990. Much of its ex-C&O network in Michigan is already on the sale block [page 37, October 1987 TRAINS]; other ex-B&O main lines—notably across northern West Virginia and southern Ohio—already have been downgraded and/or severed.

Seymour officials say they were told by

SN Excitement for Christmas!!

View Catenary Video Production's incredible record of the Sacramento Northern Railway !



Ted Wurm

You've read about it, you've seen still photos of it, now *experience a trip on the SN!* From the San Francisco Bay Area through the Oakland hills, across the delta country and up the Sacramento Valley to Chico in 1940. See the unique and justly famous features of this legendary line -- majestic scenery, a tunnel, many bridges and the catenary-equipped carferry "Ramon". Freights and passenger trains showing the great variety of equipment for which the SN was renowned -- from the classic products of Niles to handsome open-end observation cars.

A far cry from the usual muddy, poorly edited and dubbed videos of vintage subjects you may have previously viewed! A fifty year old subject which looks as though it was photographed this year.

The Smash Hit Release of 1987!!

In *1940*, in *color*, in-*depth*, in-*credible*!
50 min., narration and sound. $54.95*

■■■■

San Francisco Bay Area Rail Transit Retrospective

TV production with pre-WW II color views of Key System, Southern Pacific electrics, Sacramento Northern, Northwestern Pacific and Market Street Railway. Analysis of their decline and replacement by Bay Area Rapid Transit. Entertaining and educational.
27 min., narration and music. $34.95*

*Postpaid. VHS or Beta. Californians add tax. Outstanding quality!—obtainable only from 16mm originals and Rank-Cintel transfer. Send #10 SSAE for details and coming features.

CATENARY VIDEO PRODUCTIONS

Vintage Video
PO Box 15185
San Francisco, Ca. 94115

The magazine of buses and bus systems

BUS World

$10/year (4 issues)
$12/year in Canada
Sample copy $3
P.O. Box 39-A,
Woodland Hills, CA 91365

KEOKUK & WESTERN and HUMESTON & SHENANDOAH RAILROADS

that became CB&Q. 144 pages, 165 pictures, plus maps. $20 delivered. 74¢ tax in Iowa.

Bernard Corbin, 311 High Street
Red Oak, IA 51566

THE ALL FRISCO ABOARD
RAILROAD MUSEUM

Over 1,500 items of Frisco and Frisco related memorabilia on display. Frisco railroadiana for sale. Memberships available. Call or write P.O. Box 276, Ash Grove, MO 65604. (417) 672-3110.

NEW YORK CENTRAL 1988 CALENDAR

Color painting on cover. Thirteen photos inside. Historical information. $4.95 each. Ohio residents include 27¢ sales tax.

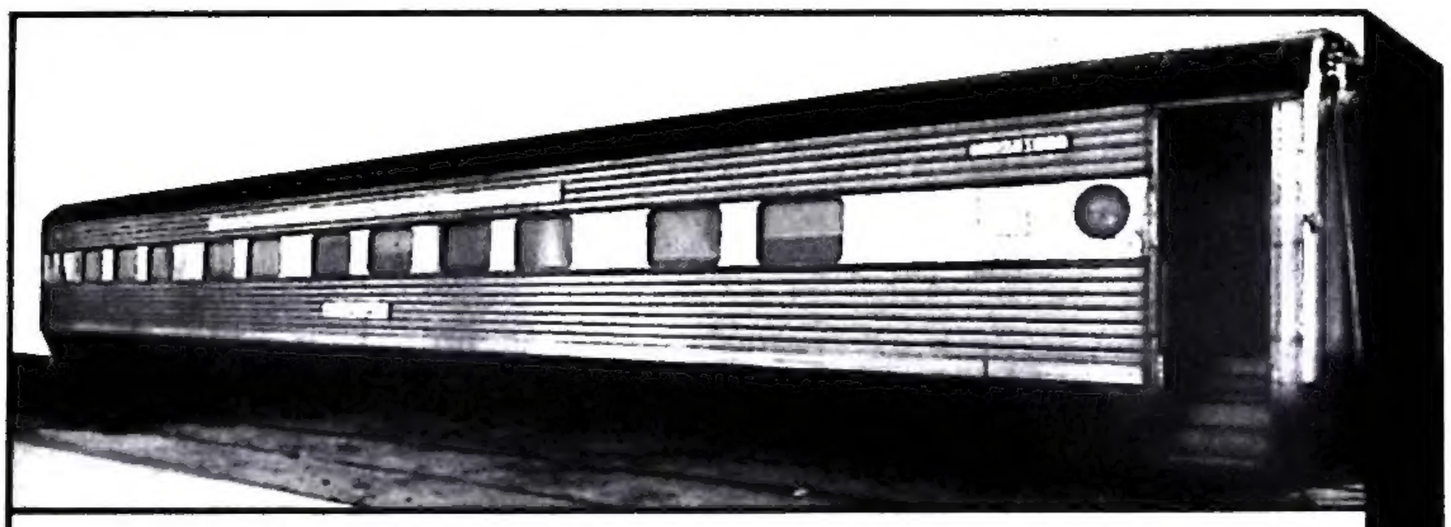
New York Central System Historical Society, Inc., Dept. D, Box 58994, Philadelphia, PA 19102-8994.

SUBSCRIBE NOW!

America's foremost professional journal of rail passenger theory and practice.

Rail Passenger QUARTERLY REVIEW

Available **NOW** - four issues **$21**
(including first class postage) from
United Rail Passenger Alliance, Inc.
P.O. Box 41045, Jacksonville, FL 32203



DELUXE ALL BEDROOM SLEEPER
FOR SALE

We have one specially built, all bedroom sleeping car for sale that was built mostly of stainless steel by the Pullman Standard Car Company. This car has eleven double bedrooms, with ten bedrooms opening into five double suites. There is one large shower and changing room at both ends of the car. Each shower room contains controls for HVAC, and sunlamp. The car is in superb overall condition, and was immaculately maintained since it was built in the early 1950's.

Serious buyers only. Send for information.

FANTASIA TRAINS, PO Box 1199, Pt. Washington, NY 11050 / 516-883-1120

VIDEO
NORFOLK & WESTERN STEAM IN ACTION
COLOR • HALF HOUR • SOUND
• BLACKSBURG MIXED, CHRISTIANSBURG HELPERS
• CLASS Y-6b's, Y-3, A's, K's, S's AND J'S IN SERVICE
• BUSY ROANOKE STATION, ACTION ON BLUE RIDGE
Send for illustrated Brochure
Crestline Studios
15 Kensington Drive
HOPEWELL JCT. N.Y. 12533
$49.95 p.p.
VHS or BETA

L.I. 1st Time in Print

Long Island Rail Road Steam Locomotive Pictorial

This book is a must for every LIRR enthusiast. Sixty B&W photos, most are never before published. Photos taken by 10 of Long Island's notable steam era photographers. All photos are 8"x10" printed on glossy paper/soft cover. Only $9.95 plus $1.95 shipping and handling. NY State residents add appropriate sales tax. Cannon Ball Publications, P.O. Box 583, Hicksville, NY 11801.

RAILROAD VIDEOS
VHS-Beta II VHS-HQ*-Super Beta*
N&W + SOU = NS DIESELS
First Generation To Present
60 Min. - Only $49.00
ORDER NOW, OR SEND FOR FREE CATALOG
OVER 20 OTHER PROGRAMS AVAILABLE
TOLL FREE ORDER LINE: 1-800-367-1017, EXT. 412
JMJ PRODUCTIONS
* VHS or Super Beta $5.00 extra
P.O. BOX 4449
HOLLYWOOD, FLA. 33083

Nucor that the main reason Crawfordsville won out over their town was the probability that CSX would pull out. Yet they also report that for three years CSX has been saying it wanted to help attract new industry to the area. Trouble is, studies of lines to be dumped can only be based on traffic levels and patterns already in place, not on promises for future on-line revenue-producers, Nucor or anyone else. And even if Nucor built its mill on CSX at Seymour, there is no guarantee that business would be as Nucor hoped (and forecast) and hence that shipments would amount to enough for CSX to sustain the line.

Quotes of the Month

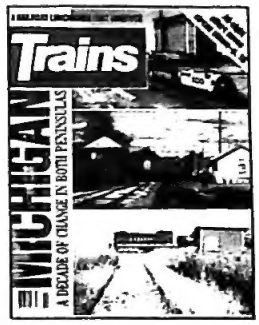
"As a result of the tragic Conrail-Amtrak accident of January 4, 1987, many Americans have a misconception about the safety of high speed trains. The fact is that true high speed trains, as operated in France and Japan, have been 100 per cent safe. Although many Americans will be amazed to hear it, the Amtrak train in the accident, which was going over 100 mph, was not a true high speed train. Americans are also unaware that ordinary trains in Europe now travel up to 125 mph. The railroad trade press considers any operation at 200 kilometers an hour (125 mph) and faster to be 'high

Continued on page 19

GREAT CHRISTMAS GIFT FOR THE RAILFAN
Ready For Framing
24" x 18" Color Reproductions of Steam Era Railroad Calendars
ONLY $7.95*
*Add $2.50 for shipping & handling
PA Residents Add 6% Sales Tax
TRACKSIDE CLASSICS
P.O. Box 187
Brownsville, PA 15417

1988 MO-PAC CALENDAR
Twelve months of steam and diesel action from one of this country's most prominent fallen flags.
$4.50 PPD
MISSOURI PACIFIC HISTORICAL SOCIETY
P.O. Box 104
Jackson, Missouri 63755

A Special Message To RETAILERS!



Imagine the benefits of drawing regular customers into your store once-a-month, every month. Imagine adding a hobby product to your store that's profitable, popular, and fully returnable! By stocking TRAINS, you will accomplish both!

If you're not already stocking TRAINS, call us toll-free and we will let you know how TRAINS can work for you!

CALL TOLL-FREE
800-558-1544
In Wisconsin and Canada, call collect 414-272-2060
(Dealer inquiries only)

KALMBACH PUBLISHING CO.
1027 N. 7TH ST.
MILWAUKEE, WI 53233

LIMITED OFFERING Christmas Video Specials DISCOUNT PRICES GOOD THRU 12/25/87

CLASSIC STEAM OF THE 30's, 40's & 50's
ONE HOUR, B&W & COLOR 49.95

VOL. A - C&NW, MILWAUKEE RD. & THE CB&O
VOL. B - PENNSYLVANIA RR, NYC & B&O
VOL. C - ATSF, RI, UP & THE WABASH
VOL. D - IC, GTW, ALTON 500, CN, C&EI, MONON

2 VOLS-$89
ALL FOUR $149.95

2 HOUR VIDEOS FEATURING FAST PACED ACTION IN FULL COLOR & SOUND 39.95

1) 4501 & 611
2) 152, 611 &630
3) EASTERN ACTION
4) 750, 630, 97, 152 & BL-2
5) 630, THE CLASSIC CONSOL.
6) 765, 614, 611 & 2102
7) 972, 2317, 7002, 90 & 97
8) BEST FRIEND, CHARLESTON
9) TROLLEY MANIA
10) S&A 750
11) 750,1630 PLUS TWEETSIE
12) 611
13) 152, 152, 152 LBL2
14) 1218 & NS STEAM
15) DOUBLE HEADER
16) TROLLEY FOLLIES
17) 1218 & 611 AT NRHS
PACING, DOUBLE HEADED, SIDE BY SIDE

EXTRA! 1-18 ANY 2 $ 75, 3 TAPES 6 HOURS $99.95

THE BEST OF VOLS 1-4 or VOL 5-9 or 10-16 - $49.95
TWO VOLS (4 HOURS) $90, ALL THREE (6 HOURS) $125

Limited Edition
One hour of the best scenes of Vols 1-18
49.95

TO ORDER:
SEND CHECK / MONEY ORDER / VISA/MC. PLEASE INCLUDE ACCOUNT NUMBER & EXP. DATE. (LA RESIDENTS PLEASE INCLUDE SALES TAX.)

EDWARD W. KOSTECKI
P.O. BOX 5916
BOSSIER CITY, LA
71171-5916

SASE FOR CATALOG

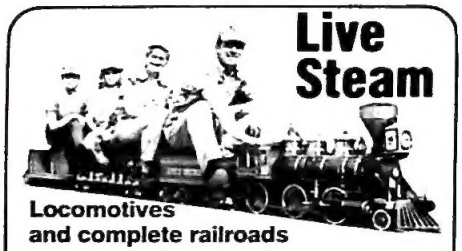
THE
"CAB's EYE-VIEW"
inexpensive, HIGH-QUALITY,
home VIDEO JOURNEYS

$15.00 MIAMI Metrorail • PHILA Mid-Fld • SEPTA W Chester • BUFFALO nfta • Trolleys of MUNICH

$20.00 BOSTON green & blue, Orange • PHILA Norristown (P&W) • Trolleys of AMSTERDAM & THE HAGUE • PORTLAND max • CHICAGO Ravenswood, Evanston • SAN DIEGO Trolley • TORONTO Yonge Subway

$25.00 AMTRAK NE Corridor Vol 1 & 2 • Trolleys of COLOGNE • DEUTCHES BUNDESBAHN

VHS • BETA • VIDEO 8
and many more, similarly priced!
SEND S.A.S.E. TO:
CARSON HOME VIDEO
POST OFFICE BOX 42582
PHILADELPHIA, PA 19101



Live Steam

Locomotives and complete railroads

Easy-to-build kits
Build your own steam powered backyard railroad without expensive machinery or experience from our fully machined kits. Also available in un-machined casting and material kits. Complete line of old time and modern locomotives, materials, accessories, and rolling stock in ¼", ½", ¾", 1" and 1½" scales. Everything you need is in our 100 page catalog. #100.
Price $5.00

LITTLE ENGINES, Inc. Established 1933
Box 7, Lomita, CA 90717

Photos by James A. Brown, Carl Gay, Adolf Hungry Wolf, Nicholas Morant, and Mavis Stuckey. **$9.95 postpaid.**

Canadian Railway Books & Videos

Our new releases:
Canadian Railway Videos
by Adolf and Okan Hungry Wolf

#2: From the Rockies to the Prairies on VIA's "Canadian." Prairie Dog Central's ex-CP 4-4-0. Plus GWWD, Canada's unique shortline. Cab rides, pacing scenes, antique equipment.

#3: VIA Rail's "Canadian" from Winnipeg to Toronto. FP9's, Alco FPA's and GO Transit. Montreal's commuter trains and Windsor Station with Omer Lavallee.

#4: Montreal to North Bay on VIA's "Canadian." Cab ride on an Alco FPA. Ontario Northland to James Bay via unique "Northlander" and the mixed train. Moose loading, cab rides. Then travel the scenic Algoma Central's wilderness trains. Fall colors.

$39.95 for approximately 60 minutes each. Color and sound, studio edited. $2.50 extra for insured First Class shipping.

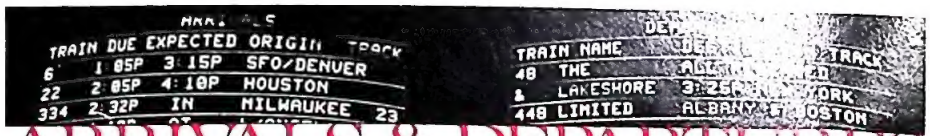
Canadian Railway Scenes No. 3 $9.95 and Canadian Railway Videos No. 1 $39.95 *(both feature Steam Expo plus "Trans-Canada Limited" and more).*

"CHRISTMAS CARDS!" Canadian Railway Scenes.
8 beautiful color winter cards w/envelopes **$9.95.**
8 beautiful all-season b&w cards w/envelopes **$6.95.**

Orders from outside Canada, pay in U.S. funds.

GOOD MEDICINE BOOKS
BOX 844
SKOOKUMCHUCK, B.C.
CANADA V0B 2E0

Shipped from our own Caboose



ARRIVALS & DEPARTURES

DISMAL REPORT: The May 18, 1986, Great Dismal Swamp derailment of 14 cars of Norfolk Southern's 23-car steam-powered company-employee excursion train out of Norfolk, Va. [page 12, August 1986 TRAINS], which injured over 200 passengers, has been blamed by the National Transportation Safety Board on misaligned track caused by a piece of track maintenance equipment that damaged a switch. The NTSB also said the railroad failed to adequately train and supervise track maintenance workers. The derailment occurred at the approach to a switch for a center storage track on the double-track line; 4-8-4 611 and the first seven cars went over the switch without mishap. The most severely injured passengers were in three cars in the center of the train which jackknifed and/or turned over; the cars were not equipped with tight-lock couplers. NS now requires tight-locks on all excursion passenger cars.

* * *

TEXAS PACT: **Union Pacific**'s bid to acquire **Missouri-Kansas-Texas** (the Katy) gained momentum September 3, 1987, with a Texas trackage rights agreement between UP and Southern Pacific. UP has granted SP rights to serve the Georgetown Railroad near Austin, continuing two-road service to a stone quarry; to serve the Great Southwest Industrial Park between Dallas and Fort Worth; and over the Galveston, Henderson & Houston Railroad. UP, in turn, gets access to SP terminal trackage in San Antonio and Houston. Presumably lessened are some SP objections to the merger, a decision on which is expected from the ICC early in 1988. . . . Meantime, **UP** received Interstate Commerce Commission approval for its $1.2 billion purchase of Overnite Transportation, the country's fifth-largest trucking firm.

* * *

D&RGW+SP?: Denver & Rio Grande Western has entered the field of possible suitors for **Southern Pacific**, says it would keep SP intact with headquarters in San Francisco. Meanwhile, **Santa Fe**, fighting possible corporate raids on what would be a slimmed-down company after it sheds SP and some nonrail properties, announced a plan to buy back 38 per cent of its outstanding common stock, to be paid for from income from several sources, including the SP divestiture, a public offering of up to one-fifth of Santa Fe Energy stock, and transfer of real estate into a new investment trust. Other companies eyeing SFSP include the Henley Group of California, which acquired 5 per cent of SFSP, and Olympia & York of Toronto, which bought 6 per cent.

* * *

GOOD-BYE, THIRD SUB: As expected, but sooner, **Burlington Northern** officially closed the former SP&S "High Line" [June 1987 TRAINS] west of Fish Lake, Wash., on June 29, 1987.

* * *

EMD, GE IN U.K.?: In a move likely to provoke trade-union opposition, British Rail invited EMD and GE to join the bidding for an order of about 100 diesel locomotives. Three British companies and an Anglo-European consortium also are participating. New BR competitive bidding policy has given U.S. builders a crack at the U.K. market ["EMD's British Bridgehead," pages 52-55, March 1987 TRAINS].

* * *

SIC TRANSIT GLORIA, EH: Canada's Bombardier has acquired the passenger-car designs of Transit America, the former Budd Company's railroad car division, and will try to garner U.S. business. In its heydey, Budd employed 2400 people at its Red Lion plant near Philadelphia, and built 12,000 stainless-steel cars during its 50 years. As Transit America, it lost $300 million in the 1980's, citing labor costs and union work-rules as its undoing.

* * *

WHAT AM I BID?: A proposed company or state rail museum at Topeka, Kans., never came about, so **Santa Fe** auctioned off hundreds of items ranging from builder's plates to baggage cars September 6-7, 1987, yielding perhaps $250,000 from over 800 bidders in a process that took 19 hours.

* * *

TUNNEL TROUBLES: Two tunnel fires in late summer 1987 plagued the trouble-prone Northwestern Pacific route. On August 2, **Eureka Southern**, owner of the northern portion of the line, suffered a fire in a 600-foot tunnel 5 miles north of Willits, which closed the line for several weeks until a permanent shoofly was built around the hillside. On the portion that is still **NWP**, the engineer on the nightly northbound local rounded a curve September 12 at Cloverdale to find the 347-foot tunnel just ahead in flames—and so accelerated his two SP SD9's and short consist (including two tank cars of compressed flammable gas)

through the fire [illegible] of the tunnel, which is under a [illegible]ory, cut off NWP traffic to Ukiah and Willits, plus connections California Western and Eureka Southern. Parent SP expected the line to be reopened within a month.

* * *

QUAKING: Amtrak felt the effects of the Los Angeles-area earthquake of 7:44 a.m., October 1, 1987, in delayed trains and temporarily displaced employees. The westbound *Southwest Chief*, already running late, was held 9 miles west of Barstow and the northbound *Coast Starlight* at LAUPT for 2½ hours until track was inspected. *San Diegan* 571 was held in L.A. and 573 at Oceanside, and 572 didn't run. Amtrak's L.A. facilities—LAUPT, the coach yard, engine house, and reservation bureau—were evacuated until buildings were inspected.

* * *

VIA OPENS SHOP: VIA Rail Canada took steps to ease a growing equipment reliability problem with the September 25, 1987, opening of Montreal Maintenance Facility, a $139 million complex located at Pointe St. Charles, 3 miles from Central Station. The facility, similar to one opened in Toronto in 1985, employs 900 workers round the clock and features "in-consist" servicing of locomotives and cars, 15 to 18 trains daily. With transfer of maintenance employees from CN to VIA virtually complete, and smaller Vancouver, Winnipeg, and Halifax shops set for opening in 1988, VIA is putting its equipment destiny in its own hands.

* * *

PRESERVATION POINTS: Rail America, the museum at Green Bay, Wis., has added two diesels to its collection: **Green Bay & Western** Alco C430 315 and **Milwaukee** EMD E9 38A. . . . Illinois Railway Museum at Union has bought **Columbus & Greenville** Baldwin AS416 606 from a Greenville (Miss.) scrapyard for $6000, and **Union Pacific** GE gas-turbine units 28A-28B from Intercontinental Engineering of Kansas City. . . . **Southern Pacific** has donated EMD GP9 3769 and caboose 1555 to the Ogden (Utah) Union Station Museum. . . . **Baltimore & Annapolis** has turned its GE 70-tonner 50 over to the B&O Railroad Museum in exchange for ex-C&O SW9 5092, now B&A 87 (both numbered for the year acquired). Onetime interurban B&A is under study as a light-rail line route.

* * *

WHAT'S IN A NAME?: A recent CSX shortline sale, of 19 miles of ex-ACL in Marlboro County, S.C., was to a new subsidiary of the long-established Aberdeen & Rockfish, the **Pee Dee Railway**, named for the nearby Pee Dee River. . . . Santa Fe has agreed with a New Jersey partnership on sale of the former **Toledo, Peoria & Western**, 281 miles from Lomax, Ill., to Logansport, Ind. President of the new railroad, which will resurrect the old TP&W name, will be Gordon Fuller, former vice president, operations, for Jersey Central; Mike Smith, former Boston & Maine sales-marketing V.P., is a partner. Included in the deal: the Hoosier Lift TOFC facility at I-65, and 20 Santa Fe GP20 locomotives. . . . As anticipated, the **Illinois Central** name will be reapplied to the former Illinois Central Gulf Railroad after it is spun off from parent IC Industries to become a separate, publicly owned company. This makes sense, since virtually all the former Gulf, Mobile & Ohio trackage—from which IC added the G in the 1972 merger—has been sold or abandoned. IC Industries already has sold its Abex Corp. rail products group to a new firm founded by former officials.

* * *

MORE LINE SALES: **Union Pacific** is negotiating with **Western Intermountain Industries**, a holding company set up by Western Railroad Builders of Ogden, Utah, and Intermountain Gas of Boise, Ida., toward sale of 476 miles of UP branches in southwestern Idaho and eastern Oregon, including the 157-mile line to Burns, Ore., connection for the Oregon & Northwestern, and the Nampa-Boise-Orchard route of Amtrak's *Pioneer*. Deal would include trackage rights on UP main connecting the branches and facilities in Nampa but not the Boise passenger station. . . . **Chicago & North Western** has agreed in principle on sale of 208 miles of Milwaukee-Green Bay (Wis.) lines to a subsidiary of Itel Rail Corp., which owns connecting **Green Bay & Western**. Sale would include Green Bay-Fond du Lac-Granville (suburban Milwaukee) on Fox Valley line and Green Bay-Cleveland on Lake Michigan shore line, preserving C&NW ownership as far north as unit coal trains go. . . . In a change on C&NW's previously agreed-upon sale of lines north of Green Bay, the name Escanaba & Northern will be replaced by **Lake Superior & Lake Michigan**. It is negotiating to contract other freight work, including all on the Wausau branch, to neighboring **Escanaba & Lake Superior**. The LS&LM would then conduct ore-line operations only, allowing abandonment of some parallel E&LS or ex-C&NW trackage.

* * *

FLAGS UP, DOWN: Grand Trunk Western's sale of 200 miles north and west of Durand, Mich., to **Central Michigan**, a subsidiary of Detroit & Mackinac, took place on September 4, 1987. . . . For the record, August 31, 1987, marked the official end of **Chesapeake & Ohio** as a corporate entity with merger into CSX Transportation.

WABASH—RIO GRANDE—SOUTH SHORE

Wabash, big 320-page hardbound book, 550 photos, history, loco roster. $38.95 and $2.25 postage. Rio Grande Narrow Gauge Recollections, 272-page hardbound 250 photos, color section. $38.95 and $2.25 postage. Rio Grande Steam Locomotives (std. ga.) 200-page hardbound. $23.95 and $2.00 postage. Spirit of the South Shore, 84 pages, color cover. $11.95 and $1.50 postage. Fiddletown & Copperopolis, $9.95 and $1.50 postage. $17.95 hardbound, $2 postage. Foreign orders add extra, add sales tax. Send SSAE for complete list of books.

Heimburger House Publishing Co.
310 Lathrop Ave. • River Forest, IL 60305

Dealer inquiries invited

EBT
Along the East Broad Top
A fresh look at this famous RR!

EAST BROAD TOP

By Donald J. Heimburger

A new quality hardbound EBT book you'll want to have! *Along the East Broad Top* is an 8½x11" 248-page book featuring 350 photos with an eight-page four color section, plus scale drawings, maps and text. It's an authoritative look at this unique narrow gauge steam line in central Pennsylvania.

Heavy enamel stock paper, a four color acrylic frontpiece by Jim Finnell, and a high quality binding make this a beautiful coffee table book!

Send $39.95 and $2.25 postage/handling today. Available late fall. Add sales tax where applicable.

Heimburger House Publishing Co.
310 Lathrop Ave.
River Forest, Illinois 60305

THE FADING GIANT
SOUNDS OF STEAM RAILROADING
VOL. 2
MONO 12"-LP
33⅓ HI-FI
$12.95
O. WINSTON LINK
RAILWAY PRODUCTIONS
483 8th STREET
BROOKLYN, N.Y. 11215
add $3 for postage outside u.s.

RAILWAY VIDEO TRANSFER

Have your railroad memories - movies, slides, and photographs - professionally transferred to video tape.

Do away with the hassles of projectors, albums, and screens. It's as easy as watching T.V.!

For more information contact:

Railway Video Transfer
114 East Main Street
Harbor Springs, MI 49740-1510
616-526-5301
Dealer Inquiries Welcome

RAILROAD NEWS PHOTOS

WEARING her new two-tone gray and yellow paint scheme, Union Pacific 4-8-4 No. 8444 used every bit of her 60 mph speed limit and then some as she streaked eastbound September 23, 1987, at Buda, Neb., leading a 12-car, invitation-only passenger train into Omaha for River City Roundup festival the following weekend. Elephant-eared FEF-3 wore variations on this design in late 1940's and early 1950's, reacquired the colors earlier in the month [page 16, November 1987 TRAINS]. UP had ferried engine from Cheyenne (Wyo.) home base to North Platte, Neb., on freight the previous day.

Elliot J. Goodman.

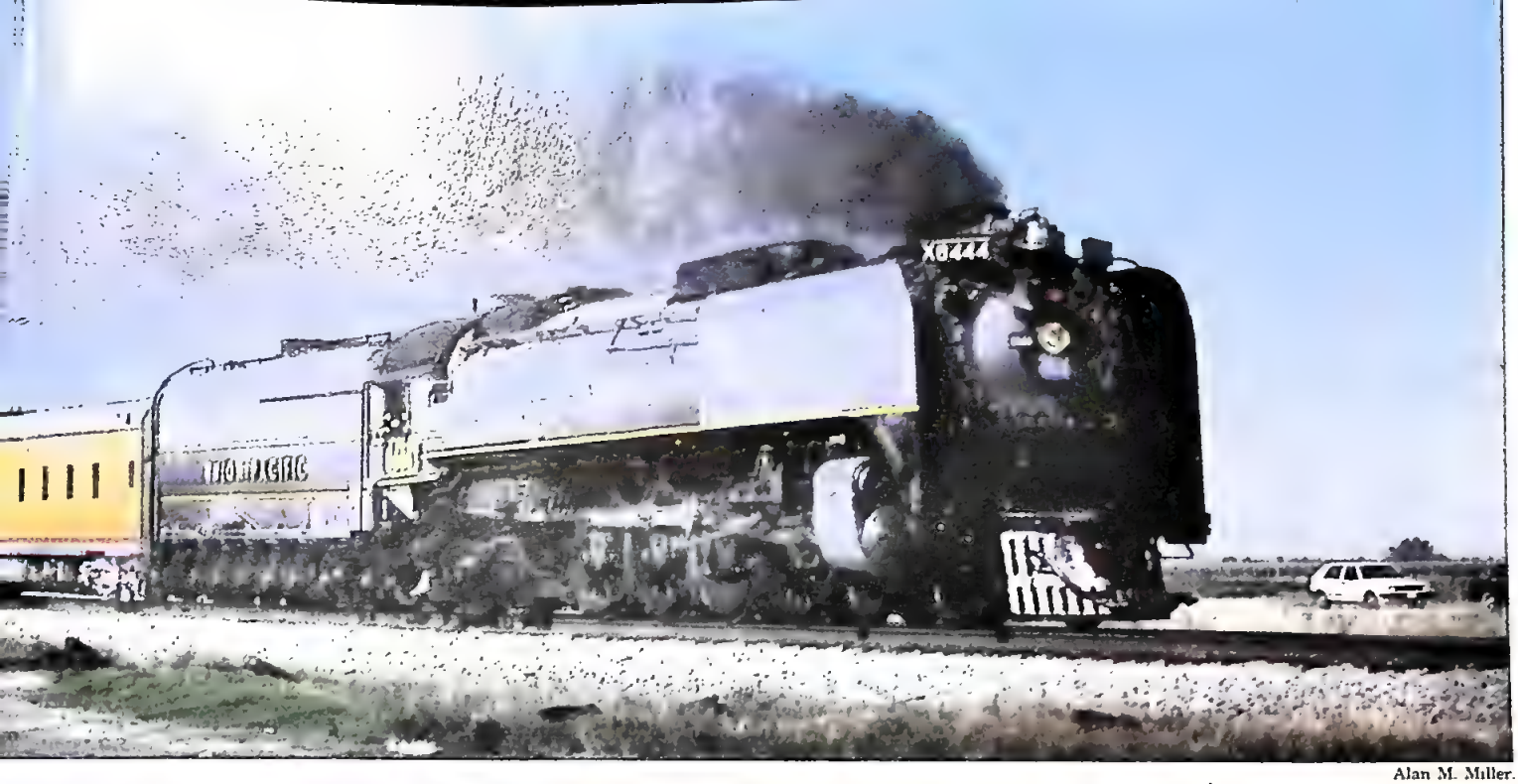
SEPTEMBER 5, 1987, CSX wreck in Washington, D.C., second in three months affecting parallel Metro, renewed local safety furor [page 5, September 1987 TRAINS]. CSX cut speeds pending a study.

Roger G. Steed.

WITH dead VIA Rail F40 6412 in tow, CN SD40-2 5261 takes the reins of VIA's Montreal-Halifax *Atlantic Limited* from CP M630 4563 August 2, 1987, at Saint John, N.B., where CP territory ends.

Michael Emswiler.

EXCURSION to Oak Hill, 13 miles south, departs Jackson, O., on September 26, 1987, during Jackson's Apple Festival behind GP9 61 of Indiana & Ohio Eastern, operator of 38-mile ex-B&O Hamden-Fire Brick line, now Jackson-owned.



Alan M. Miller.

Steven Bledsoe.

TEXAS SOUTHERN'S "Papal Express" was ready for boarding September 12, 1987, at Dallas Union Station with 19-car train to San Antonio for Pope John Paul II's Sunday mass. About 500 passengers rode the special, which left Dallas at 11 p.m. behind TS's ex-U.S. Steel F7's 100/101/104, traversed the Amtrak route via Fort Worth, Temple, and Austin over UP (MoPac), Santa Fe, and Katy trackage, arrived San Antonio at 7:30 a.m., returned to Dallas Sunday evening.

Steve Hunter.

FORMER Canadian Pacific S3 No. 6591, built by MLW in 1957, again wears original CP livery at Smith Falls (Ont.) Railway Museum, operated by Rideau Valley Division of Canadian Railroad Historical Association. Members are restoring switcher to service.

John C. Benson.

REMEMBER Chihuahua Pacific H16-44 602, one of two Fairbanks-Morse units reactivated for 25th anniversary celebration [page 14, March 1987 TRAINS]? It's been repainted again, to NdeM's new blue [September 1987 TRAINS], worked at Chihuahua August 26, 1987.

Bryan Rice.

HEAD-TO-HEAD: CSX and Norfolk Southern began competing Detroit-Atlanta RoadRailer service in August 1987, and ironically they utilize the same route for 28 miles in Ohio, over CSX's (B&O) Cincinnati-Toledo line between the Queen City and Hamilton, where these photos were taken. On August 15, 1987, CSX's *XpressRailer* moved south behind Chessie GP40-2 4405, and on August 29, 1987, NS offered Triple Crown Service behind SR GP50 7075.

Bryan Rice.

Elrond G. Lawrence.

NEWEST Santa Fe B unit is SD45-2B 5510, first of eight planned rebuilds, shown on first run east at San Bernardino, Calif., September 10, 1987. Santa Fe converted three SD45's to B's in 1983-1984.

Mike Keim.

DYNAMIC-BRAKE blister on front tips off Soo Line's latest acquisition, SD40B 6450 (at Milwaukee September 22, 1987), as ex-Burlington Northern 7600, rebuilt by BN in 1982 from wrecked 6302.

TRAINS: J. David Ingles.

EUREKA SOUTHERN staged photo run with regular train at Island Mountain Tunnel in Eel River canyon September 20, 1987, for 115 riders from Northern California Railroad Club, 375-member San Francisco group celebrating its 50th year. Road revived varnish on 145-mile Willits-Eureka (Calif.) ex-Northwestern Pacific line on four fall 1987 weekends.

PASSENGERS aboard Iowa Interstate special for shippers and friends enjoy view of the Iowa River at Iowa City September 21, 1987. IAIS GP8 71, Cedar Rapids & Iowa City GP9 101, and IAIS GP8 479 pulled CSS&SB diner *Duneland,* ex-AT&SF Big Dome, ex-CB&Q dome-obs *Silver Solarium.*

Allan Hunt.

RAILROAD NEWS PHOTOS

LONG ISLAND M.U. cars of train 1922 streak past Beth Tower, Bethpage, N.Y., August 31, 1987, on recently electrified portion of main line. LIRR is extending electrification of former diesel territory from Hicksville east to Ronkonkoma, about 23 miles. Completion of project was set for December 1987; Hicksville-Farmingdale segment had been converted to third-rail by end of July.

Kevin Gulau.

Greg Brown.

FIRST train of Yreka Western's second tourist season climbs Butcher Hill out of Yreka, Calif., June 13, 1987, with cars of Illinois Central and Southern Pacific heritage behind dynamic-brake-equipped SW8 No. 21, built in March 1953 as SP 4610. To shore up ledger book, 9-mile northern California line, a Kyle operation, began passenger service during Vancouver's Expo '86, reasoning that I-5 travelers could use a train-ride break.

Two photos, Scott Hartley.

STEAM and diesel teamed up for NJ Transit's "Southern Tier Fall Extravaganza" on September 27, 1987, a round-trip excursion over NJT and Conrail (former Erie) between Hoboken, N.J., and Port Jervis, N.Y., using Blue Mountain & Reading's locomotives and ex-Lackawanna cars. Former Reading 4-8-4 No. 2102, displaying special "We the People" U.S. Constitution Bicentennial decoration (above left), emerges from Otisville (N.Y.) tunnel with outbound trip. On the return run, BM&R's Pennsylvania E8's 5898/5706 took the 15-car train over lofty Moodna Viaduct (left) at Salisbury Mills, N.Y. At Port Jervis, Reading Company Technical & Historical Society's repainted Alco C630 5308, which had deadheaded out with the E8's, hostled the special's cars, then piloted reverse-running 2102 light back to Hoboken.

Amtrak.

TRAIN No. 1, westbound New Orleans-Los Angeles *Sunset Limited*, skirts Bayou Ramos at Milepost 76 along the Southern Pacific in Louisiana in a painting by former TRAINS artist Gil Reid for Amtrak's 1988 year-at-a-glance calendar, his 16th in series.

RAILROAD NEWS PHOTOS

Jim Fetchero.

ANNUAL West Virginia Railroad Heritage Festival excursion over ex-B&O lines arrives Grafton September 13, 1987, from Cumberland, Md., having traveled the Mountain Subdivision behind CSX GP40-2's 6077 and 6018. On previous day, 12-car train made 274-mile round trip south on Cowen Sub to Cowen, W. Va. In background are Grafton landmarks, B&O station and Willard Hotel.

John Monhoff.

BALDWIN DS-4-4-660 No. 51 pulls ballast train near St. Helena, Calif., September 15, 1987, for new owner Napa Valley Wine Train, which plans tourist operation on ex-SP Napa branch beginning in March 1988. Ex-Morrissey, Fernie & Michel Railway switcher, built in 1946, came to Napa line from California State Railroad Museum.

Bob Schmitt and Tom Schmitt.

BANKERS and officials of Wisconsin Central arrive Stevens Point, Wis., on Schiller Park (Ill.)-Wausau (Wis.) inspection of Soo Line's Lake States Transportation Division August 21, 1987, prior to anticipated sale [page 3]. Lake States SD39 6241 pulled ex-ATSF dome, diner *Duneland*, and business car *Hiram* from South Shore.

The Dave Sweetland Collection

Limited Edition
35mm Duplicate Slide Sets.
20 Slides Per Set.
$16.00 Per Set.

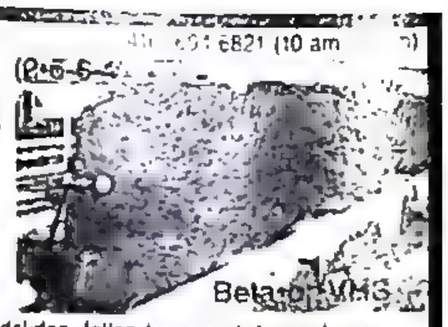
Sets currently being offered are:

SW-1--Bangor and Aroostock Power and Trains.
SW-2--New Haven Electric and Diesel Power Trains.
SW-3--Pennsylvania Railroad Power and Trains-Part I.
SW-4--Western Maryland Power and Trains, many with the "Fireball" logo.
SW-5--Seaboard Air Line Power and Trains.
SW-6--Southern Pacific Power and Trains.
SW-7--New York Central Power and Trains.
SW-8--Grand Trunk--Grand Trunk Western Steam Power and Trains.
SW-9--New York Central Steam Power and Trains.
SW-10--Chesapeake and Ohio Power and Trains.
SW-11--Maine Central Power and Trains.
SW-12--Pennsylvania Railroad Power and Trains-Part II.
SW-13--Dealware and Hudson Steam and Diesel Power and Trains.
SW-14--Boston & Maine Power and Trains.
SW-15--Norfolk and Western Steam Power and Trains.
SW-16--Pennsylvania Railroad Power and Trains--Part III.

Over the years, Dave Sweetland's photos have been published on numerous occasions, one notable example being his views in the late Don Ball's "Pennsylvania Railroad 1940's-1950's." Many of the slides in these sets are one of a kind and the quality of the photography is excellent. Since this series was not previously advertised, we will keep all 16 of the above sets available for a short time. To avoid missing out on these prime sets (Especially sets SW-1 through SW-12) please order promptly. These sets will be offered every two months in conjunction with the R.R. Wallin Series. (Everyone on the current Wallin mailing list will receive a copy of The Sweetland Collection list). You can send $3.00 for the mailing list, or order from this ad.

Al Chione
P.O. Box 3008
Evergreen, CO 80439

N&W Class A
1218
Inaugural Trips
$27.95 ea.
60 minutes
Color & Live Sound



Battling flooding and mudslides, fallen trees and downed wires the Mighty "A" assaults the grade to Bluefield, W Va Fantastic echoes and stack sound in the New River Valley as 1218 snakes her way through rock cuts and tunnels, along the ridge The best shots from 3 days of filming On train, runbys, pacing and more
Other Videos: Railfan Weekend II (Rdg 2102), STEAMTOWN U.S.A., STEAMEXPO Series (4 tapes).I hrea.$27.95 ea. Duty Paid to USA.

Satisfaction Guaranteed or Money Refunded

Add $2/order for handling & postage
Add $1/tape for charge card orders
Ontario Residents add 7% sales tax

cheques payable to:

Video Classics
84 Willow Ave. #41
Toronto, Canada, M4E 3K2

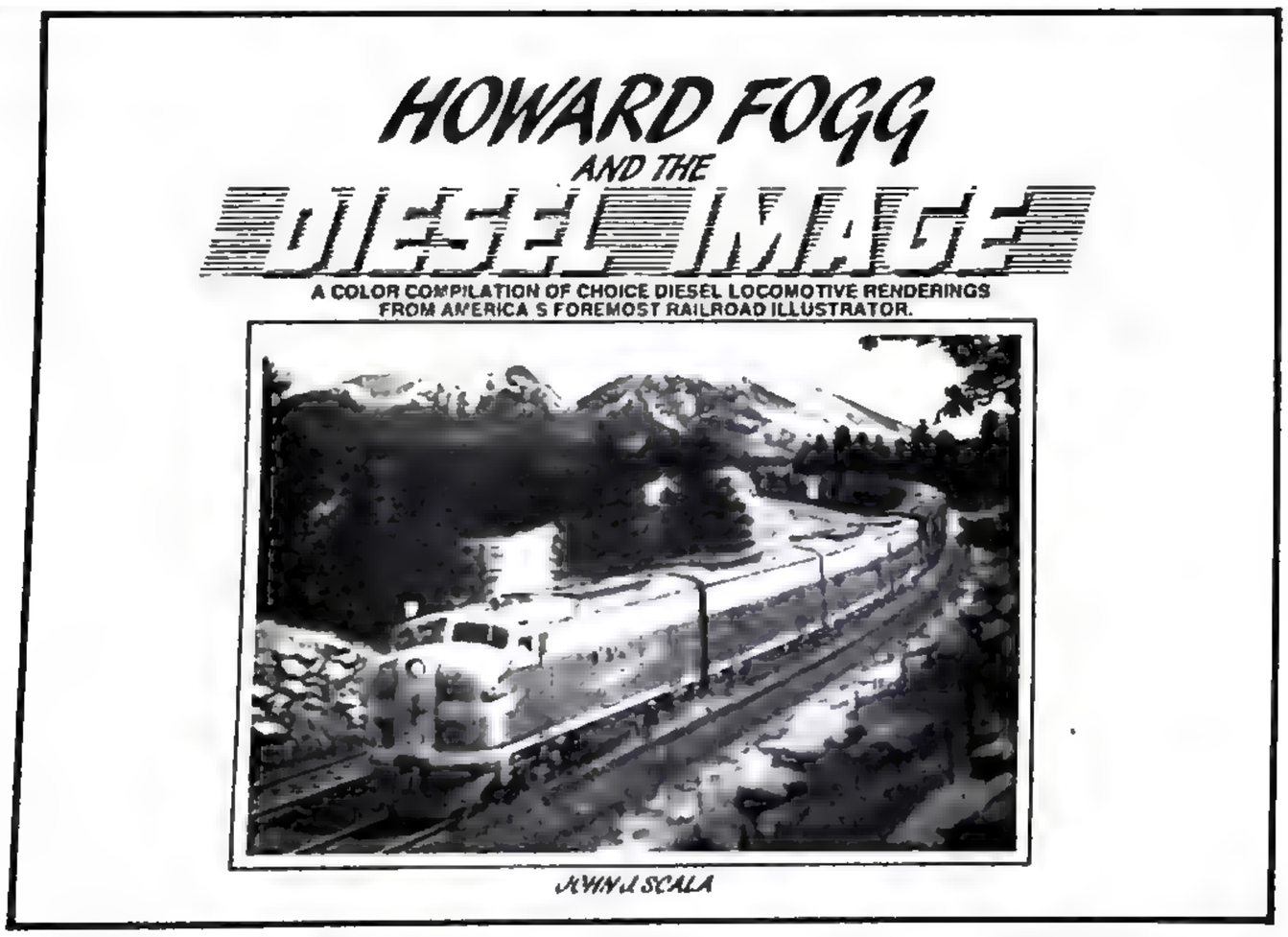
DES PLAINES HOBBIES

PROBABLY THE BEST LITTLE RAILFAN'S BOOKSTORE IN CHICAGOLAND

OPEN 7 DAYS A WEEK
NEW — USED — SELL — BUY

1464 Lee Street, Des Plaines, IL 60018
Phone: (312) 297-2118

ARRIVALS



FOREWARD BY HOWARD FOGG

176 pages of heavy coated paper
9" x 12" horizontal format
Hardbound with full color dustjacket

ONLY $39.95
$2.50 postage, foreign $5.00
New York residents add applicable sales tax
Dealer Inquiries Invited

After a long delay Howard Fogg And The Diesel Image has arrived and is ready for shipment. This is a color collection of paintings from the ALCO, Sante Fe, Katy, Union Pacific, Morrison-Knudsen, Union Tank Car and private collections of never before published material. The oils and watercolors, are done in the true Fogg tradition of quality and attention to detail. Included are a few surprises, so don't miss it!

Special Collectors Edition available contains a book plate personally autographed by artist and author. These plates will be individually machine numbered and will contain a halftone of a never before published Fogg diesel print. $45.00 + postage. Offer good while supply lasts.

THE WEEKEND CHIEF PUBLISHING CO.
P.O. BOX 1676 MINEOLA, N.Y. 11501

KEY, LOCK AND LANTERN

IF YOU C[illegible] WARE,
YOU NEED KE[illegible] LANTERN!
PUBLISHED QUARTERLY $10.00 YEAR
$1.75 BRINGS SAMPLE ISSUE
KEY, LOCK AND LANTERN, P.O. BOX
116, CONVENT STATION, NJ 07961

Unique **B&O, PRR, NYC, WM, M&PA** Railroad Books...see your dealer or write for free literature.

BARNARD, ROBERTS & CO., INC.
305 Gun Road, Baltimore, MD 21227
301 247-2242

400,000 ORIGINAL SLIDES
10,000 SUBJECTS 500 COMPANIES
JOHN C. BENSON SLIDES
P.O. Box 18625 Cleveland, Ohio 44118

BACK AGAIN!!
THE TRAIN WATCHER'S GUIDE TO CHICAGO
3RD EDITION--BIGGER AND BETTER
240 pages of data, photos and maps!
All for only $15.00 pp.
Also don't forget the St. Louis Guide.
Only $11.00 pp.
Both for $24.50. (Overseas orders add $3.50.) Extra maps $2.50 pp. ea.
(IL Res. add 7% sales tax)
JOHN SZWAJKART
P.O. BOX 163
BROOKFIELD, IL 60513

Continued from page 9

speed' rail."—*Richard A. Geist, a member of the Pennsylvania House of Representatives and chairman of the international High Speed Rail Association, testifying before a U.S. House of Representatives hearing on railroad safety in Washington July 23, 1987.*

"It's nothing for some idiot, some old man or some kid to say, 'I can't see the train, I'm going to cross.' I can sense them going to cross; you can feel it . . . and suddenly they're right in front of you. Your heart stops when that happens; I'm going so fast, and I can't stop. If you see it, it's dead."—*Amtrak engineer Jerry Carter, profiled in a May 26, 1987, story in the Philadelphia* Inquirer, *talking about 125-mph* Metroliner *operations in the Northeast Corridor.*

"It's too early to declare Triple Crown a success, but initial indications are encouraging. So encouraging that we recently ordered 500 new 48-foot units to augment our leased fleet of 220 45-foot units. We expect the larger units to spur more growth for Triple Crown. . . . I especially want to acknowledge the importance of the foresight and flexibility of union representatives who worked with us to reach an agreement that enables us to operate these trains efficiently and competitively."—*Arnold B. McKinnon, Norfolk Southern chairman and CEO, commenting on NS's RoadRailer services at the annual stockholders meeting in Atlanta, Ga., May 14, 1987.*

"The key element among the successful regionals has been to pay people fairly and eliminate practices that have restrained small roads from greater efficiency. And that's happened in both union and nonunion operations. It enabled those roads to compete

Continued on page 20D

WHISTLE STOP MUGS $4.95 ea.

The Collector's Choice — Authentic Full Color Logos Permanently Fired on the Lasting Beauty of Ceramic.

CM Shops, Inc.
P.O. Box 49
Newfoundland, NJ 07435
(201) 728-1199

Alaska
AMTRAK
Ann Arbor
Appalachicola Northern
Atlantic Coast Line
Baltimore and Ohio
Bangor & Aroostook
Bessemer & Lake Erie
Boston & Maine
Burlington
Burlington Northern
Canadian National
Canadian Pacific
Central of Georgia
Central Manchester
Central New Jersey
Central Vermont
Chattahoochee
Chesapeake & Ohio
C & O - Kitten
Chessie System
Chicago Great Western
Chicago & Illinois Midland
Clinchfield
CNW (Employee Owned)
CNW (Railway)
CNW (System)
Colorado Midland
Conrail
Cotton Belt
Delaware & Hudson
Delaware Otsego
Det. Tol. & Ironton
Dul., Miss. & Iron Rng.
Erie
Erie Lackawanna
Erie Western
Family Lines
Florida East Coast
Frisco
Grand Trunk Western
Great Northern
Green Bay & Western
Gulf Mobile & Ohio
Illinois Central
Illinois Central Gulf
Kansas City Southern
Lackawanna
Lehigh & Hudson River
Lehigh & New England
Lehigh Valley
LIRR Dashing Dan
Louisville & Nashville
Maine Central
Milwaukee Road
Minn., Nortld & Southern
MKT (KATY)
MONON
MOPAC
Morristown & Erie
New Haven (Block)
New York Central
Nickel Plate
NJ Transit
Norfolk Southern
Norfolk & Western
Northern Pacific
NY, NH & H (Script)
Ontario & Western
Penn Central
Penn-RDG Seashore Lines
Pittsburgh & Lake Erie
Providence & Worcester
PRR Keystone
Raritan River
Reading
RF&P
Rio Grande
Rock Island
Rutland
Santa Fe
Seaboard Air Line
Seaboard Coastline
Seaboard System
Ship With Susie-Q
SOO Line (Modern)
SOO Line (Original)
Southern
Southern Pacific
Spokane, Port. & Seat.
Susquehanna
Texas-Mexican
Texas & Pacific
The Rock
Union Pacific
Vermont Railway
Virginian
Wabash
Western Maryland
Western Pacific

Limited Edition
MR 50th Anniv. Mug
NMRA 50th Anniv. Mug

F-Unit Portraits
Ontario & Western
Lehigh Valley
Great Northern
Rio Grande
CNW
Gulf Mobile & Ohio
Southern Pacific
Louisville & Nashville
Canadian National
Erie Lackawanna
Santa Fe
New York Central
Pennsylvania Freight
Wabash
Union Pacific

Fallen Flags of Conrail
6 Mug Set $24.95

Please see your local hobby dealer, or order direct by mail or phone. Minimum Order: 4 Mugs (Check or Money Order), 6 Mugs (Credit Card). Postage: $2 (Continental US Via UPS), $6 (Canada, APO, FPO) NO FOREIGN. Include check, Money Order, Visa or Mastercard with credit card info. Street Address Required for UPS Delivery — No Post Office Addresses. NJ Residents add 6% Sales Tax.

VIDEO
NEW!
FROM HERRON RAIL SERVICES
THE GLORY MACHINES
VOL. II®
American Railroads in Transition, 1944-1962
26 RAILROADS
263 RUNBYS
72 Mins. • 98% Color
NARRATED MUSIC
SOUND EFFECTS
***RARE* Vintage Footage**
$69.95
POSTPAID IN U.S.
READY FOR SHIPMENT

STILL AVAILABLE
THE GLORY MACHINES®
A DOCUMENTARY OF AMERICAN RAILROADING 1928-1952
31 Railroads • 237 Runbys
64 Minutes • 95% Color
VERY **RARE** FOOTAGE
"Five Stars" — Great By Any Standard — Railfan & R.R.
"Everything A Railfan Tape Should Have" — Model Railroader
$69.95
SPECIFY VHS or BETA II

VISA CHECK MONEY ORDER

HERRON RAIL SERVICES
2016 N. VILLAGE AVE.
TAMPA, FL 33612

A watershed for rail labor?

The big issues will be on the table in 1988

FRANK N. WILNER

EDITOR'S NOTE: American railroads face a full agenda of labor issues in 1988 as they approach July and the scheduled reopening of negotiations on a new national labor agreement. Many industry observers predict a battle that could become a watershed in rail labor-management relations. Frank N. Wilner, assistant vice president for information and public affairs for the Association of American Railroads, offered this industry perspective in an October 12, 1987, address to the Association of Transportation Practitioners' Western Law Seminar in San Francisco, Calif., excerpts of which follow.

I THE RELATIVE SPEED of today's economic change can be terrifying. Once-solid basic industries—traditionally our country's largest employers—are shrinking in the face of substitute products and intense price and quality competition from foreign suppliers. This is troubling to those who incorrectly believe that work is limited to digging minerals out of the ground and herding tens of thousands of people into factories to bash pieces of metal.

Legislative initiatives have been advanced to retard and even halt economic change. The rationale is to protect American jobs. But those alleging that the alternative to steelmaking is flipping burgers for near minimum wage ignore the explosion in the numbers of well-paid professional, managerial, and technical workers.

For the 12 months ending June 30, 1987, about 75 per cent of the 2.8 million new jobs created in the U.S. were in accounting, law, engineering, financial planning, marketing, retail sales, health care, mechanical repair, construction, and computer services. This growth eclipsed by six times the increase in so-called service-sector jobs—and the pattern is expected to continue.

This does not mean that the laid-off steelworker can become an architect tomorrow. It does mean that, with training, skilled jobs—from construction to mechanical repair—can be obtained.

Attempts to delay or prevent inevitable economic change—through job-protection legislation or similar devices clothed in unnecessary safety regulations—can lead only to an unwillingness of employers to take risks in hiring new workers. Indeed, when such artificial economic barriers are erected in the labor market, entrepreneurs either direct their capital elsewhere or substitute even more machines for people. One need only examine the experience in Europe, where a melange of job-protection laws and regulations have shut off job creation, contributed to high unemployment, and made those nations poorer.

Says economics professor Morgan Reynolds: "There is an infinite amount of work to do and, as a result, an infinite number of jobs. Modern labor policies violate David Ricardo's 170-year-old dictum on a grand scale: 'Like all other contracts, wages should be left to the fair and free competition of the market, and should never be controlled by interference of the legislature.' "

How society—including railroads and their unions—react to the fundamental changes occurring in our economic order will dictate our standard of living well into the future.

The road to disinvestment

A trip aboard Amtrak reveals a multitude of abandoned factories. Many of the aging ones that still operate offer a similar sight: unused industrial sidetracks framing busy loading docks choked with truck trailers. If you want to see the newer industrial plants, drive along the Interstate highways.

The reality of railroading today is the competitive challenge of an aggressive trucking industry. New "advanced truckload firms" have made dramatic efficiency gains since deregulation of motor carriers. These new firms combine low costs from nonunion labor and high capital productivity with premium service quality. One driver often pulls two high-cubic-capacity 48-foot trailers over rights of way built, operated, and maintained by the government.

Consider that train and engine service employees have an average annual compensation package that exceeds $51,000, while the average rail-competitive trucker's annual package is about $34,000. That's a 50 per cent premium to railroaders who generally spend many fewer hours on the job than nonunion truck drivers. Additionally, some railroads, because of restrictive labor agreements, must still put four or even five persons on a train crew—when two can do the job—and give each a day's pay for every 106 miles traveled. This amounts to a severe competitive disadvantage.

The railroads' share of intercity freight revenue is now less than 17 per cent—down almost 4 percentage points since 1980—while the truck share now exceeds 73 per cent—an almost 4 percentage point increase since 1980.

Carloadings of the railroads' bedrock traffic—iron ore, iron and steel, phosphates, food products, grain mill products, pulp and paper, stone, clay and glass, coking coal, petroleum products, grain, lumber, and chemicals—are down from between 12 and 50 per cent since 1980.

Rail freight rates, meanwhile, have been declining steadily in the face of unrelenting competition. The result is an earnings dive that has seen inflation-adjusted net rail operating income plunge by one-third since 1980. By any measure of profitability, rail earnings remain substandard, threatening renewal of assets.

Intermodal traffic is the railroads' only major growth area—and its most competitive. Although piggyback and container loadings are up more than 63 per cent since 1980, intermodal's contribution to overhead is the smallest of any line of business.

Labor, meanwhile, remains the industry's largest cost, consuming nearly 47 cents of every revenue dollar. The average compensation of rail workers exceeds that of almost all other domestic industrial workers—and the gap has been widening since 1980.

The result: disinvestment. The Rock Island in 1980 became the first major railroad to be liquidated. Since that year, major railroads have trimmed track ownership by about 10 per cent, and locomotive and freight-car ownership have fallen by 19 and 26 per cent, respectively. Similarly, rail employment has plunged by more than 45 per cent. According to John Sweeney, a senior vice president at CSX Transportation, "The overwhelming majority of these jobs have simply disappeared. . . . They have disappeared because management has found more productive ways to run the railroad, either through better management practices, new technology, the elimination of unprofitable traffic, or better utilization of the work force."

"The reality of railroading today is the competitive challenge of an aggressive trucking industry."

There has been, of course, an explosion of regional and short-line railroads. Just since 1980, more than 160 of these railroads have been created—versus only 75 during the 30-year period preceding 1980. These new short lines have created employment for "several thousand," according to Tom Dorsey, vice president and general counsel of the American Short Line Railroad Association.

The lower cost structure of short lines permits them to turn a profit where major railroads cannot. They preserve rail service and jobs that otherwise would be lost, and prevent diversion of business to the highway. Many of them are nonunion, but even the unionized ones operate with smaller crews and few of the restric-

tive work-rules that add unnecessary costs for major railroads.

It is a salad of illusions to believe that the economic security of employees can be uncoupled from the economic security of the firm. It may not necessarily be so that, as General Motors goes, so goes the nation; but it is a certainty that as General Motors, or Conrail, or Southern Pacific, or the Chicago, Central & Pacific go, so go their employees.

No more national negotiations?

It is not surprising that the atmosphere enveloping rail labor-management relations is charged with impatience. Important changes in work rules and basis of pay have been made—but the most recent round of negotiations stretched over three years, while trucks savaged many markets.

Contracts with 11 separate unions are scheduled for reopening in July 1988, and the question uppermost in many minds is whether revised agreements will be accomplished in national or road-by-road negotiations. As of now, we do not know the answer.

Nor do we know whether or not the 61-year-old Railway Labor Act—the nation's oldest collective bargaining law—is up to the task of accommodating the challenges of an economic environment that is changing faster than anyone could have imagined generations ago.

The answers will be revealed over the next year or so. Some railroads already have indicated a desire to negotiate separately. Many others are weighing their options.

Railroads will approach the bargaining table with urgency. Costs must be brought in line with declining revenue per ton-mile. Labor productivity improvements must begin to match those that have been realized from recent massive capital investment. Continued reductions in the size of the work force, greater flexibility in assigning work, and further rationalization of outdated work-rules are essential.

"No case has been made that the problems of rail labor are unique in the American work force."

Comparing the work environment on regional railroads with that on most major roads is reminiscent of a steel executive's story of employees who threw out a work-rule book as thick as the Sears catalogue. Said the executive: "Each man (previously) knew all of the things that he didn't have to do. . . . Now, when you need to move something, anybody—maybe a guy from packaging—just goes up and runs the crane."

Singled out: secondary boycotts

One labor-management issue that should be settled by Congress is the secondary boycott—"a combination to influence 'A' by exerting some sort of economic or social pressure against persons who deal with 'A.' "

The history of secondary boycotts is long and colorful. Clearly, the Danbury Hatters, Duplex Printing, and Bedford Cut Stone cases, all decided in the early years of this century, created a judicial outlawing of secondary boycotts. In 1932, the Norris-LaGuardia Federal Anti-Injunction Act precluded courts from enjoining secondary picketing. It applied also to rail disputes. With passage of the Taft-Hartley Management Relations Act in 1947, and Landrum-Griffin Labor-Management Reporting and Disclosure Act of 1959, secondary picketing was prohibited. In 1987, the Supreme Court ruled that in passing those laws, Congress, by excluding express reference to railroads and airlines, specificially exempted those employers and employees, leaving the Norris-LaGuardia prohibitions intact.

There is no legitimate basis for singling out railroads for such labor activity. Secondary activity will increase substantially the disruption to interstate commerce in rail labor disputes, with harm to neutral employees, shippers, consumers, and the general public.

As evidenced in a 1986 dispute involving but 100 workers of the Maine Central Railroad, secondary activity can turn every local labor dispute into a national emergency. The rail industry—and the overwhelming majority of industries whose products rely upon uninterrupted rail service—must ask Congress why an action explicitly denied to 118 million other workers is still available to a few hundred thousand rail workers. Railroads will seek to have the provisions of Taft-Hartley and Landrum-Griffin barring secondary activity made applicable to the Railway Labor Act.

Singled out: finding fault

Railroads also would like to see congressional action to repeal the Federal Employers Liability Act (FELA). Unlike the rest of the U.S. labor force, rail workers' on-the-job injuries and illnesses are dealt with under an adversarial fault-based system rather than by no-fault workers' compensation. FELA serves neither the interests of the railroads nor injured workers. Further, it is out of step with public policy regarding compensation for workplace injuries.

The annual cost of this system to railroads is in the vicinity of $600 million, not including defense counsel expenses that add, perhaps, another $100 million annually—a burden that would be greatly reduced under a no-fault arrangement. Meanwhile, legal fees to plaintiffs' counsel are on the order of $100 million annually.

A fault-based system runs counter to society's goals of compensating injured workers regardless of fault; results in both excessive and inadequate awards; antagonizes employer-employee relations; and creates a disincentive for employees to participate in rehabilitation programs and an incentive to maximize lost earnings and medical expenses in order to maximize recovery of damages.

Singled out: 6-year care

Then there is the matter of wage protection. In a national labor force of 118 million, only a few hundred thousand rail workers are guaranteed such protection by federal statute.

In most transactions affecting employment (consolidations, mergers, trackage rights, acquisitions or control, line extensions, feeder-line sales, and abandonments), rail workers are guaranteed 100 per cent of pay, plus wage increases, for a period equal to their length of service up to a maximum of six years. The cost of such protection is enormous. The amount paid in 1985 by just seven railroads was some $338 million.

No case has been made that the problems of rail labor are unique in the American work force. During the past several years, mergers, consolidations, and plant closings in many industries have resulted in labor retrenchments at least as severe as any experienced by rail labor. But none of the displaced employees received wage continuation for six years pursuant to federal law.

Certainly a case can be made for paring back rail labor protection to a level commensurate with that existing in other industries. Incredibly, an effort is underway by rail labor to legislatively extend the existing protection to line acquisition cases in which the ICC is now authorized to impose protective conditions, but is not required to do so.

If rail labor is successful in extending this protection, the economics of regional and short-line railroads will be jeopardized, additional rail abandonments most likely will occur, less rail traffic will be available for feeding into trunk lines, and more productive jobs will be lost. The rail industry will fight with great vigor any attempt to extend labor protection.

Crossing the Rubicon

Rail labor has an important stake in joining hands with management to cross the economic Rubicon and secure a more healthy financial future for railroads. This, after all, is the essence of "business unionism" championed by Samuel Gompers and articulated by John Maynard Keynes:

"The simple truth is that nothing in the world can increase employment which does not create in the minds of manufacturers and contractors the expectation of an improved margin of profit."

As labor professor and former union official Ben Fischer wrote recently: "The enemy of labor is not management. The enemy of management is not labor. Both are natural allies. In our free enterprise system, the enemy is failure to keep up with the times and submission to the pressure of competitors."

As both labor and management prepare for another round of collective bargaining in the midst of a rapidly changing economic environment, these are words well worth contemplating. I

RAILS 'N' SHAFTS

P.O. Box 300, Laury's Station, PA 18059
(215) 799-2530

Specializing in Books on Transportation and Industrial Subjects

American Shortline Railway Guide, *Lewis* $10.49
America's Railroads: The Second Generation, *Ball* $35.95
Anthracite and Slackwater: The North Branch Canal 1828-1901, *Petrillo* $16.25
Articulated Steam Locomotives of North America, *Lemassena* $39.25
Atlantic City Railroad, *Cook, Coxey* $18.49

Penn Central Power *by Robert Yanosey.* The illustrated all-time roster of PC locomotives. $35.95

Short-Line Steam in Pennsylvania *by Thomas T. Taber III.* An album of steam engine photos of many early Pennsylvania short lines. $ 4.99

B&O Steam Finale (Vol. 1), *Mellander, Kaplan* $25.95
Basic Steam Locomotive Maintenance $17.59
Bluebirds and Minutemen: *Nelligan* $21.59
Boston's Commuter Rail, *Humphrey, Clark* $13.99
Boston's Commuter Rail, (2nd Section), *Humphrey, Clark* $ 7.99
Brooklyn Trolleys $15.95
By Rail to the Boardwalk, *Gladulich* $38.49

California Central Coast Railways, *Hamman* $35.95
California's Electric Railways, *Demoro* $29.95
Camas Prairie, *Riegger* $25.95
Central Railroad of New Jersey: The First Hundred Years, *Anderson* $13.99
Challengers, *Kratville* $22.95
Chesapeake and Ohio: Super Power to Steam, *Dixon* $12.95
Chessie's Road, *Turner, Dixon* $23.95
Chicago, Aurora and Elgin (Vol. 1): Trackage, *Plachno* $25.59
Chicago's Passenger Trains, *Olmsted* $23.25
Classic Power #1: C&O 2-8-8-2, *Dixon* $ 5.75
Classic Power #3: USRA 2-8-8-2 $15.19
Classic Power #4: NP 4-8-4 $10.49
Classic Power #5: PRR Q $12.95
Classic Power #6: PRR K-4 $17.59
Classic Power #7: Van Sweringen Berkshires, *Huddleston* $15.95
Colorado and Southern Narrow Gauge, *Ferrell* $27.95
Colorful Streetcars We Rode $22.49
Commercial Los Angeles $11.95
Corn Belt Route: Chicago Great Western, *Grant* $23.95
Cripple Creek Road, *McFarland* $19.95

Beauty of Railroad Bridges *by Richard J. Cook.* A thorough, illustrated study of railroad bridges in North America. $35.95

Dawn of the Diesel Age, *Kirkland* $23.95
Days of the North Shore, *Campbell* $30.49
Death of a Great Company: Reflections on the Decline and Fall of the Lehigh Coal and Navigation Company, *Parton* $ 9.95
Decade of the Trains, *Ball* $15.95
Delaware and Hudson, *Shaughnessy* $27.95
Denver and Rio Grande Western: Rebel of the Rockies, *Athearn* $ 8.95
Destination Loop, *Cudahy* $13.59
Diesel Locomotive Rosters (2nd edition), *McDonald* $ 7.99
Diesels from Eddystone: Story of Baldwin, *Dolzall* $15.25
Donner Pass, *Signor* $38.49
Down Along the Old Bel Del, *Lee* $27.95

East Broad Top, *Rainey, Kyper* $29.95
Encyclopedia of Western Railroad History: Desert States, *Robertson* $27.95
Evening Before the Diesel: Grand Trunk Western 1938-1961, *Foss* $39.95

Fort Wayne and Wabash Valley Trolleys, *Bradley* $28.95
Frisco Diesel Power, *Marre* $23.25
Frisco Power, *Collias* $30.49

George Beam: D&RGW Photographer, *Thode* $17.59
Ghost Railroads of Central Arizona, *Sayre* $11.95
Goin' Railroading, *Speas* $27.95
Grand Central Station, *Middleton* $18.49
Great Yellow Fleet, *White* $35.95
Green Machines, *Olmsted* $26.49
Guide to Chicago's Train Stations, *Bach, Wolfson* $34.49

Historical Guide to North American Railroads, *Drury* $16.95
History of the AT&SF, *Bryant* $ 8.95
History of Lehigh & New England, *Kulp* $ 7.95
History of the Lehigh Valley Transit Co., *Kulp* $ 6.95

I Remember Pennsy, *Wood* $19.25

Books Make Ideal Christmas Gifts!

Indiana Railroad System $ 5.59
Iron Horses Across the Garden State, *Rosenbaum, Gallo* $10.49
Iron Men and Copper Wires, *Myers* $11.25

Katy Power, *Collias, George* $33.59
Kite Route: Denver & Interurban, *Jones, Holley* $22.49

Lackawanna Heritage, *Krause, Crist* $ 6.49

American Steam *by Robert LeMassena.* An album of Ben Cutler Photos. $19.95

Electric Locomotive Plan and Photo Book. An album of photos and plans of electric locomotives used across the United States. $19.95

Last of Steam, *Collias* $21.95
Late Great Penn Station, *Diehl* $15.95
Laurel Line: Lackawanna and Wyoming Valley, *Henwood, Muncie* $27.95
Lehigh and Hudson River: (Vol. 1): The West End, *Krause, Crist* $ 7.25
Lehigh and Hudson River: (Vol. 2): The East End, *Krause, Crist* $ 7.25
Lehigh and New England, *Krause, Crist* $ 7.99
Life and Legend of Jay Gould, *Klein* $21.95
Lima: The History, *Hirsimaki* $30.95
Limiteds Along the Lakefront: IC in Chicago, *Linde* $19.95
Locomotives of the Duluth, Missabe and Iron Range, *King* $31.59

Meals by Fred Harvey, *Henderson* $ 6.49
Memories of O&W Power, *Carleton* $ 8.95
Memories of Reading Company Power, *Carleton* $23.25
Men of the Steel Rails, *Ducker* $14.49
Midland Route, *McFarland* $35.95
Milwaukee Rails, *Olmsted* $24.80
Milwaukee Road East, *Dorin (soft)* $15.95
Milwaukee Road Narrow Gauge: Chicago, Bellevue, Cascade & Western, *Tiggs, Jacobson* $23.95
Milwaukee Road West, *Wood (soft)* $15.95
Mineral Belt (Vol. 1), *Digerness* $43.95
Mineral Belt (Vol. 3), *Digerness* $43.95
Missabe Road, *King* $19.25
Moffat Road, *Bollinger, Bauer* $21.59
Mohawk That Refused to Abdicate, *Morgan* $19.95
Monon Route, *Hilton* $23.95
Morristown and Erie Rwy, *Pennisi* $ 7.25

Narrow Gauge East From Denver: Colorado Eastern Railroad, *Griswald, Neevell* $ 5.59

RAILS 'N' SHAFTS

P.O. Box 300, Laury's Station, PA 18059
(215) 799-2530

Specializing in Books on Transportation and Industrial Subjects

BOOKS

Narrow Gauge in Ohio: Cincinnati, Lebanon & Northern, *Hauck* $23.95
Next Station (Vol. 8) ..... $ 7.99
Next Station (Vol. 9) $13.99
Next Station: New York & Long Branch $11.25
Next Stop, Grand Central, *Fischler* $19.95
Norfolk and Western: Giant of Steam, *Jeffries* $31.95
North Shore, *Middleton* $15.95

Steam, Steel and Stars *by O. Winston Link.* A magnificent album of late steam era photographs taken on the Norfolk and Western Railway $27.95

Susquehanna: From Shortlines to Stack Packs *by Ken Karlewicz and Scott Hartley.* The illustrated Delaware Otsego story, including extensive color photography $19.25

Northeast Railroad Scene —
Vol. 2: Lehigh and Hudson ..... $ 3.20
Vol. 4: Erie Lackawanna ..... $ 5.19
Vol. 5: Jersey Central ..... $ 4.79
Vol. 6: Penn Central ..... $ 7.99
Northern California Railroads (Vol. 1), *Matthews* $35.95
Northern California Railroads Vol. 2), *Matthews* $35.95
Northern Pacific: Super Steam Era, *Frey, Schrenk* $35.95
Northern Pacific of McGee and Nixon, *Green* $31.95
Northwest Rail Pictorial, *Wing (soft)* $11.95

One Man's Locomotives, *Smith* .. $27.25
Operations Santa Fe, *Armitage* .. $11.95
Otto Perry: Master Railroad Photographer $23.95
Otto Perry's Railroad Pilgrimage .. $35.95

PCC: An American Original, *Kashin, Demoro* $27.95
PCC: From Coast to Coast, *Schneider, Carlson* $29.95
Penn Station, *Westing* $15.95
Pennsylvania Railroad: the 40s and 50s, *Ball* $35.95
Pennsylvania-Reading Seashore Lines, *Kramer* $11.25
Pennsylvania Street Railways, *Rohrbeck* $22.95
..... *hardbound* $29.95
People's Railway: Story of MUNI, *Perles* $26.49
Peoria Way, *Olmsted* $23.95
Piedmont and Northern, *Fetters, Swanson* $15.95
Pittsburgh and Lake Erie RR, *McLean* $26.49
Portrait of a Silver Lady, *MacGregor* $31.95

FALL STORE HOURS

Sat., Nov. 14 10-4
Sat., Dec. 12 10-4
Sat., Dec. 19 10-4

Complete selection of in-print books. Extensive selection of out-of-print books, timetables, reports, etc.

Directions: 1/2 mile west of Rt. 145 at Hiway Restaurant on Church Street in Laurys Station.

Always buying railroad and mining collections, large and small, paper or hardware. Try us first for satisfaction.

Railroad: What it is, What it does .. $17.59
Railroad and the City, *Condit* $14.49
Railroad Caboose, *Knapke* $13.75
Railroads, *Ball* $29.95
Railroads in Lehigh River Valley, *Kulp* ..... $ 7.95
Railroads of Kansas City, *Lynch* .. $11.95
Railroads of Mexico (Vol. 1), *Franco* $31.25
Rails, *Ball* $19.95
Rails Around Gotham, *Carleton* ... $31.95
Rails in Richmond, *McKinney* $26.49
Rails 'Neath the Palms, *Mann* $23.95
Rails Thru Dixie, *Krause* $17.59
Railways at War, *Westwood* $13.99
Rainbow Route, *Sloan, Skowronski* $43.95
Red Arrow: (Part 1), *DeGraw* $25.59
Remember When: Trolley Wires Spanned the Country $23.95
Route of the Erie Limited, *Dirkes, Krause* ..... $ 6.49
Route of the Warbonnets, *McMillan* $22.49

San Diego and Arizona, *Hanft* $27.95
San Diego's South Bay Interurban, *Forty* $11.95
Santa Fe: Steel Rails Through California, *Kuke, Kistler* $18.49
Santa Fe Motive Power, *McMillan* . $31.95
Seaboard Coast Line in Florida, *Warren, Clark* $12.95
Search for Steam, *Collias* $23.95
Seashore's Finest Train: Blue Comet, *Rosenbaum, Gallo* ..... $ 7.99
Second Diesel Spotters Guide, *Pinkepank* $12.95
Silver San Juan, *Ferrell* $47.95

TO ORDER: For Postage and Handling, please add to the order total, $2.50 for one book, $3 50 for two books, and $4 50 for three or more books For foreign orders, please add $2 50 per volume for postage, and remit in US $ Pennsylvania residents please add 6% sales tax. Avoid delays in order shipment Recheck addition and add correct postage Incorrect orders will be returned Prices subject to change without notice Please allow four weeks for delivery Make checks and money orders payable to RAILS 'N SHAFTS Catalog sent with all orders, or send SASE Sale ends last day of magazine cover month Your satisfaction is guaranteed.

Silver Short Line: History of the Virginia and Truckee, *Wurm, Demoro* $31.95
Snowplow: Clearing Mountain Passes, *Best* $19.95
Southern Pacific 1901-1985, *Hofsommer* $35.95
Southern Pacific Dieselization, *Garmany* $39.59
Southern Pacific Narrow Gauge, *Ferrell* $25.95
Southern Pacific of Mexico, *Signor, Kirchner* $31.95

Locomotives of the Seaboard System *by Paul Carleton.* A motive power album of the Seaboard System, and its predecessor lines $29.95

Lehigh Traction *by Ben Rohrbeck and Tom Flanagan.* The illustrated story of the Hazleton street railway system ..... $ 5.99

Southern Railway System: An Illustrated History, *Webb* $19.95
Speedway to Sunshine: Florida East Coast, *Bramson* $35.95
Spokane, Portland and Seattle, Railroad, *Dorin (soft)* $15.95
Steinbeck Country Narrow Gauge, *Fabing, Hamman* $23.95
Super Power Steam Locomotives, *Cook* $16.95

Tehachapi, *Signor* $35.95
Three Feet on the Panhandle, *Koehler, Gayvert* $23.95
To Build a Canal: Sault Saint Marie, *Dickinson* $22.49
Traction Classics (Vol. 1), *Middleton* $32.95
Traction Classics (Vol. 2), *Middleton* $28.95
Traction Classics (Vol. 3), *Middleton* $31.25
Train Watcher's Guide to North American Railroads, *Drury* ..... $ 8.95
Trolley Titans: Mobile History of Atlanta, *Carson* $22.49
Two Feet Between the Rails, (Vol. 1), *Jones* $35.95
Two Feet Between the Rails, (Vol. 2), *Jones* $35.95

Union Pacific Mainline West, *Botkin, Hand, Hill* ..... $ 9.59
Union Pacific Streamliners, *Ranks, Kratville* $38.95
Unique New York and Long Branch, *Wood, Gallo, Rosenbaum* $20.95

Vermont's Granite Railroads, *Maxfield, Gove* $27.95

West Jersey Rails (Vol. 1) ..... $ 5.59
West Jersey Rails (Vol. 2) ..... $ 7.99
Wilkes Barre and Eastern, *Fredericks* $13.99

Continued from page 19

with both trucks and their big relatives in the railroad business. There's a fine irony . . . for Bangor & Aroostook and its employees. By any standard, BAR should find itself squarely in the middle of the new movement. We're facing stiff truck competition. We're a light-traffic-density operation. . . . But our labor costs, as a percentage of the freight revenue dollar, are among the highest in the industry. There are good reasons to believe that our salvation as a transportation company lies in becoming one of the new regionals and growing our way out of our difficulties. There are certainly enough examples of profitable little railroads and happy, motivated employees out there."—*Bangor & Aroostook Executive Vice President David J. Hughes, in the April 1987 issue of the railroad's* Maine Line *magazine.*

"I remember about Omaha . . . the rumbling of locomotives in the distance as engines switched freight cars in the evening when we sat on the front porch, and also after I went to bed. That and the railroad whistles in the night, going someplace. I used to imagine that I was riding on a train."—*Movie star and dancer Fred Astaire, from his 1959 autobiography, quoted by Des Moines* Register-Star *writer Tom Carney in a June 23, 1987, column following Astaire's June 22 death in Los Angeles at age 88.*

"IC Industries' focus is growth, stability, and return on investment. The railroad industry is not that type of vehicle."—*John Landschulz, Mesirow Financial Corp. analyst, commenting in August 23, 1987, Chicago* Sun-Times *article on expected spinoff to IC Industries stockholders of Illinois Central Gulf Railroad.* 1

Hey Railfans!

Get your exclusive CSX "Global Transporter" HO train set! Manufactured by Life Like Toys. The complete set includes track, transformer, loco, boxcar, tank car, Tropicana boxcar, hopper, Sea-Land COFC, caboose, tunnel, bridge, etc.! One of a kind, limited supply. Send check or money order for $45.00 plus $5.00 shipping and handling (MD res. add 5% sales tax) to:

CSX Gift Shop
SC – B1J
100 North Charles St.
Baltimore, MD 21201

CSX TRANSPORTATION

Collectors !

Hand cast resin plaques from molds cast off of originals. Look and feel like the real thing. Ready to hang. Pennsylvania Railroad 13" × 14" red and gold $19.95. Hiawatha 19" × 12" aluminum finish; HI-$19.95. Baldwin 9 Number plate 14" × ¾" (depth). Bronze finish; B-9-$19.95. Painted red and antiqued; B9A-$24.95. Wisconsin residents add 5% sales tax. Add $3 postage and handling for each order. Send check or money order and write or call with MasterCard/Visa number for same day shipment.

ML LABS
4189 N. Port Washington Rd.
Milwaukee, WI 53212
(414) 372-4330

Books on the CHICAGO BURLINGTON & QUINCY

THE HIGH PLAINS ROUTE
Best book available on the CB&Q today--112 pages with 240 photos of the line from Nebraska to Denver. Photos by Perry, Steinheimer, of steam locos, Zephyrs, etc. **$22.00.**

THE WYMORE STORY
The history of Wymore Division of the CB&Q (850 miles in Iowa, Missouri, Kansas, and Nebraska). 125 photos of depots, steam early diesels, roundhouses, branchlines. Chapter on BN's operation from 1970-87. **$18.00.**

MAKING THE GRADE
A 150-page book containing the history of all the railroads that once ran in the Black Hills. Photos from the earliest days to the 1980's. 20 excellent maps. **$14.95.**

A HIGHLINE SCRAPBOOK
Handsome 100-page oversized book (12" x 9") on the CB&Q's line into the Black Hills. 125 black-and-white and color photos printed on heavy enameled paper for quality reproductions. **$15.95.**

EVERYWHERE WEST: THE BURLINGTON ROUTE
Available again in softcover. Chapters on the history of the CB&Q, the Zephyrs, coal trains, steam and diesel locomotives, and commuters. 176 pages, maps, 240 photos. **$19.95.**

ACROSS IOWA on the KEOKUK WESTERN and the HUMESTON & SHENANDOAH RAILROADS
A history of two minor railroads in southern and western Iowa which were for years a part of the CB&Q. 144 pages, 165 photos Station plans Track plans. Hard cover. **$20.00.**

CB&Q's Burlington, Iowa, station
Fine pencil drawing of the Q's magnificent pre-World War II Burlington, Iowa, station--one of America's classic stations. Printed on high quality paper, 8" x 11", signed and numbered. Limited to 500. **$5.00.**

$1.00 postage per book.

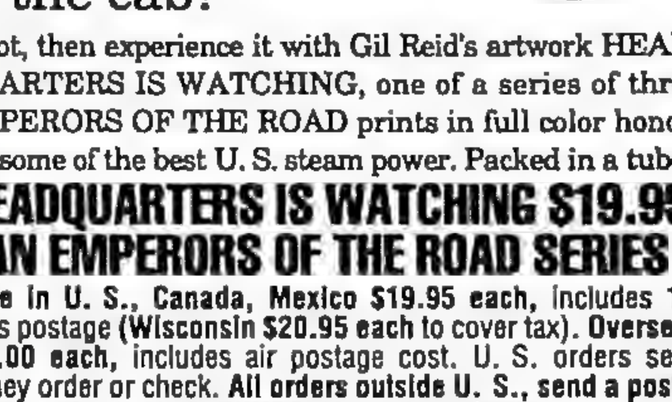
RAILROAD BOOK NEWSLETTER
P.O. BOX 684 ANOKA, MN 55303
Guaranteed Satisfaction.

NORTH YORK HOBBIES
FOR
BOOKS-BOOKS-BOOKS
SSAE FOR LIST
690 WILSON AVE. DOWNSVIEW
ONT. M3K 1E1 CANADA

Railroad Antiques & Artifacts

An amazing selection of choice things from America's leading mail order dealer in diverse non-paper railroad collector's items. Museum quality (Smithsonian a customer since 1972). Satisfaction guaranteed. New RR DISPATCH (sales publication) each month. Send $1 for current issues. Top prices paid for fine items.

Scott Arden—20457-T Hwy 126
Noti, OR 97461 (503/935-1619)



CABOOSES FOR SALE
We have cabooses for sale, all in excellent operating condition, suitable for interchange. Ideal for guest cabin, office, store, restaurant, or to operate on a railroad. We deliver caboose for FREE anywhere on the Conrail, B&O/C&O, and ICG systems. Write for price list and availability. FANTASIA TRAINS, Box 1199, Port Washington, N.Y. 11050 516-883-1120

Railroad Dining Car Silverware, China, Glassware & Linen

For FREE List
Send LSSAE to:

A&M SALES
197 Melville Road
Huntington Sta., N.Y. 11746

Did you ever stand near a BIG road engine at night? Did the engineer invite you to take a ride on the main line with him? Can you recall your thoughts when climbing into the cab?

NEW YORK CENTRAL SYSTEM

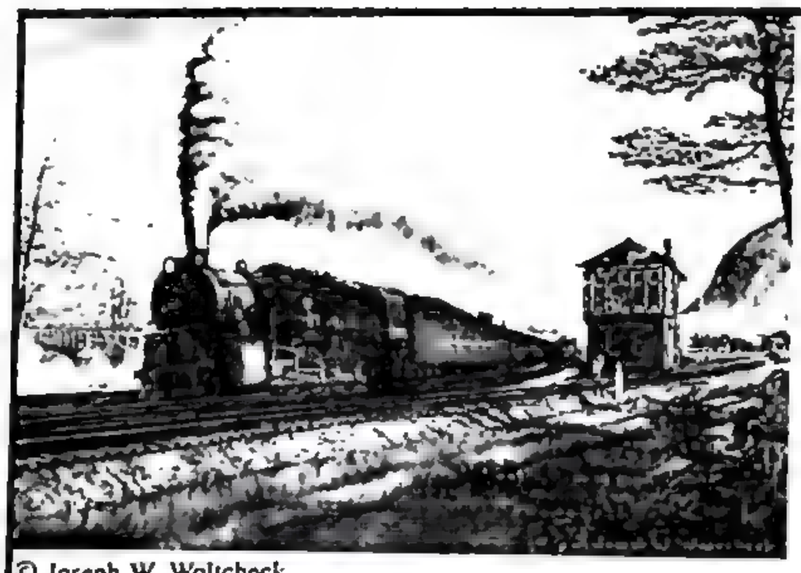
Image 22" x 15½" in full color

If not, then experience it with Gil Reid's artwork HEADQUARTERS IS WATCHING, one of a series of three EMPERORS OF THE ROAD prints in full color honoring some of the best U. S. steam power. Packed in a tube.

HEADQUARTERS IS WATCHING $19.95
AN EMPERORS OF THE ROAD SERIES

Price in U. S., Canada, Mexico $19.95 each, includes 1st class postage (**Wisconsin $20.95 each** to cover tax). **Overseas $25.00 each,** includes air postage cost. U. S. orders send money order or check. **All orders outside U. S., send a postal money order in U. S. FUNDS.** No cash or checks.

SEND ORDER TO: GIL REID, P.O. Box 251, Brookfield, WI 53005



© Joseph W. Woltcheck 1987

ACTION AT ROCKVILLE WYE IN 1948 (Fall Foliage)

- Full Color on Museum-Quality Grade Heavy Acid Free Enamel Stock
SIGNED & NUMBERED LIMITED EDITION PRINTS
- 12" x 18" Sheet Size
10¾" x 16⅛" Image
$35 Each Postpaid includes applicable sales tax, flat pkgd.
$2.00 of every print sold donated to Harrisburg Chap. NRHS.
ORIGINAL COMMISSION WORKS ALSO AVAILABLE

Joseph W. Woltcheck
Illustrator
PO BOX 123, NEW BUFFALO, PA 17069 Telephone (717) 834-5725

Streamliners

Full color lithographs of paintings by Mike Danneman

Preserve the color of the "Streamliner" era with this continuing series of collector prints

$12.50 each

SL-8

SL-9

SL-1

SL-10

SL-2

SL-7

SL-3

SL-4

SL-5

SL-6

Free gift!

With an order of 3 or more prints, receive a free gift! A full color 8"x10" print of the 1937 Hiawatha at the Wisconsin Dells. This offer good until January 31, 1988.

Send order to:

Mike Danneman/Rail Art
14425 Woodland Place
Brookfield, WI 53005

All are full color lithographs from original acrylic paintings. The size is 12"x16" (10"x14" image size) and are printed on quality 80 lb. cover stock. The price is $12.50 per print. Foreign orders please add $2. Wisconsin residents add 5% sales tax.

Number of prints ordered _____
×$12.50
Total enclosed _____

Send to:

Name _____

Address _____

City, State, Zip _____

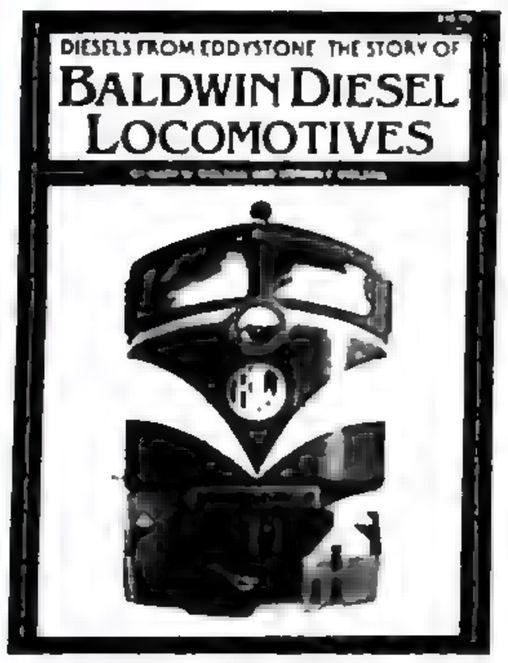
___SL-1 CB&Q-RG-WP **California Zephyr** at Chicago
___SL-2 MP **Colorado Eagle** with E7's in Missouri
___SL-3 RI **Rocky Mountain Rocket** at Limon, Colo.
___SL-4 C&NW **Peninsula 400** in a Wisconsin blizzard
___SL-5 SP **Shasta Daylight** near Mt. Shasta, Calif.
___SL-6 Santa Fe **Super Chief** near Raton Pass, N.M.
___SL-7 Monon **Tippecanoe** at Cedar Lake, Indiana
___SL-8 NYC **New England States** in the Berkshires
___SL-9 Rio Grande **Royal Gorge** near Salida, Colo.
___SL-10 CB&Q **Twin Cities Zephyr** along Mississippi

This holiday season, ask for — or give — informative, enjoyable railroad books

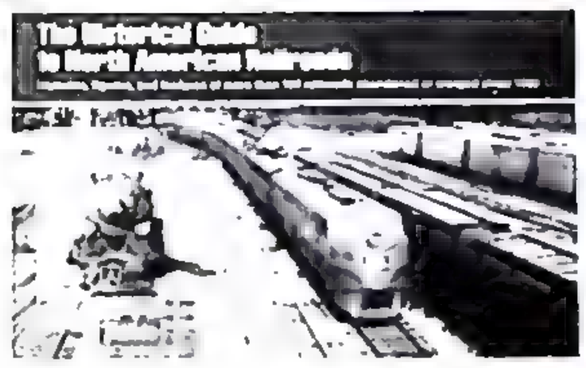
Railroad Books — from the Publishers of TRAINS!

AMERICAN SHORTLINE RAILWAY GUIDE (3rd Edition) is your handbook to America's fascinating and diverse small railroads. Included in 240 pages are facts (such as enginehouse locations and radio frequencies), figures, and rosters for 400 short lines! By Edward A. Lewis. **#01039/$12.95**

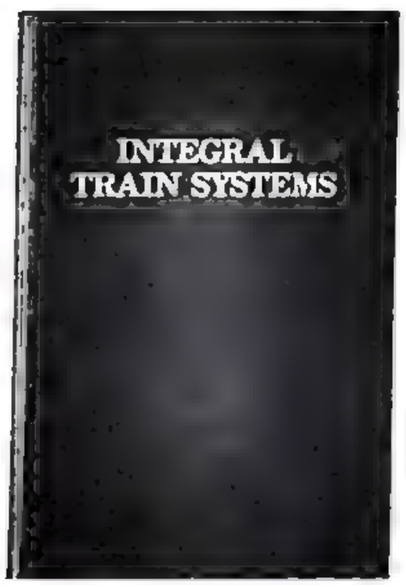
DIESEL LOCOMOTIVE ROSTERS: U. S., CANADA, MEXICO is a useful 168-page, 2nd Edition fact book that includes current rosters and hundreds of photos covering more than 350 railroads. Covers Class 1's, short lines, even U. S. military units! By Charles W. McDonald. **#01038/$9.95**



DIESELS FROM EDDYSTONE: THE STORY OF BALDWIN DIESEL LOCOMOTIVES recalls the 3000+ remarkable diesels built by Baldwin, from switchers to Centipedes to Sharks! 152 pages feature 316 photos and a complete production list. By Gary and Stephen Dolzall. **#01036/$18.95**



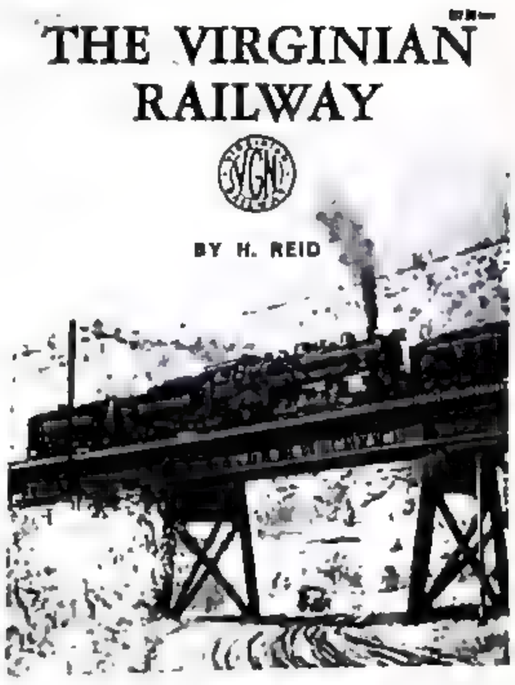
THE HISTORICAL GUIDE TO NORTH AMERICAN RAILROADS is your ticket to railroading's past, providing a concise history, system map, and important statistics on more than 160 railroads merged or abandoned since 1930. 376 pages, compiled by George H. Drury. **#01037/$20.95**



INTEGRAL TRAIN SYSTEMS is John Kneiling's text that presents a vision of the railroad technology of the future. Kneiling explains in detail a transport system based on cohesiveness of shipper, railroad, and consignee. Unit-train concepts serve an important role. Hardcover. **#01016/$18.95**

THE SECOND DIESEL SPOTTER'S GUIDE is the comprehensive catalog of American diesel production from the first days of dieseldom through 1973. Identifying features of diesels are covered, along with production data. 460 pages, 548 photos. By Jerry A. Pinkepank. **#01026/$15.95**

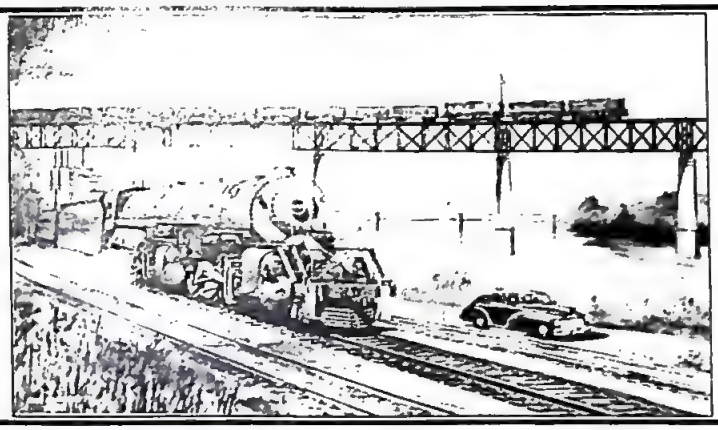
THE TRAIN-WATCHER'S GUIDE TO NORTH AMERICAN RAILROADS offers concise information on more than 140 of today's railroads, including a brief history, map, locations of major yards and shops, and radio frequencies. 180 photos, 220 pages. By George H. Drury. **#01035/$10.95**



THE VIRGINIAN RAILWAY is H. Reid's epic 208-page history of the railroad that lugged coal from West Virginia to tidewater. Reid covers the VGN from its birth to merger into Norfolk & Western. Includes a fold-out map, historical chronology, rosters, and photo section. **#01004/$17.95**

KALMBACH BOOKS

To order, use the Kalmbach order form bound in this magazine, or send to Kalmbach Publishing Co., 1027 N. 7th St., Milwaukee, WI 53233.
Include for postage and handling: U. S., $1; foreign $1.50. Wisconsin residents add 5% sales tax.



—POCAHONTAS COAL CARRIERS—

These 16" x 20" full color lithographic art prints of a watercolor original by rail artist Ron Flannery, depicts the N&W-VGN crossings at Glen Lyn, Va. The image size is 14.75" x 18.75", and they are limited to 750 copies. All prints are inspected, signed and numbered by the artist. The cost is $27.00 postpaid.WV residents add $1.25 sales tax. Send check or money order to:

POCAHONTAS NRHS
Department T-12
P.O. Box 151
Bluefield, WV 24701

"SPIRIT OF ALTOONA"

By Nationally Famous: Joseph Woltcheck

Image size: 18" x 24" acid free stock
$125 plus $4.75 shipping (tax-free)

"The Pennsylvania Railroad's number 1361, A K-4's Pacific Class (4-6-2) locomotive westbound, passes Alto Tower after ducking under the 17th Street Bridge on a fall morning in 1949."

Make your tax-free contribution payable to:

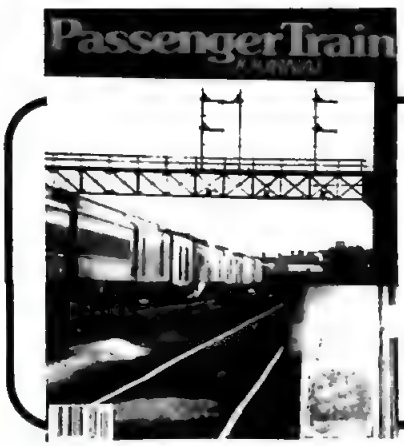
Railroad Memorial Museum
c/o The Framing Hut Gallery
509 East Plank Road
Altoona, Pennsylvania 16602

A Unique Steam Locomotive Training Video
"Smoke — And Its Abatement"

Shot in and around Chicago & North Western Railway's Galena Division Shops in 1948, the video follows a Class E 4-6-2 Pacific type steam locomotive as she is prepared for service. We see how to properly build and maintain a coal fire and avoid excessive smoke. Safety inspections, the taking of coal and water and other subjects are all shown. Titles along the way help explain what is being done and why. The video also includes a spectacular series of scenes outside of the C&NW Chicago Passenger Terminal where we watch numerous steam hauled trains arrive and depart. The video is a must for any steam locomotive enthusiast.

Please specify VHS or Beta video format. 26 minutes, silent in color and black & white.
Only **$34.95** plus $2.00 postage and handling. Illinois residents please add 7% sales tax. Payment by MasterCard or Visa accepted. Please include your card number, expiration date and signature.

JAMES WESTON · P.O. Box 310 · Wheeling, IL 60090



Purely Passengers . . .

No other magazine covers passenger trains like **Passenger Train Journal.** Amtrak, Commuter, Transit. And the vanished varnish of fragrant memory. News, features, photos, every month!

PO BOX 6128 • GLENDALE CA 91205
Effective September 1, 1987
☐ $27/1 year ☐ $49/2 years
(Outside USA add $4 per year)

Name _____
Street _____
City _____
State _____ Zip _____
☐ Check enclosed
☐ Charge to ☐ MasterCard ☐ Visa
Exp. Date _____
Card Number _____
Signature _____

KALMBACH'S ONE-STOP VIDEO SHOP

VIDEO CASSETTES OF OTHER PRODUCERS

Ace of Black Diamonds— Share the drama of mainline steam railroading as 4-8-4 614T enters coal service on the C&O. Features aerial views, cab scenes, and more. 53 min. (Hopewell) .. **$39.95, #70111 V/B**

Alaska— Ride the spectacular Alaska Railroad from Anchorage to Fairbanks and discover all aspects of this fascinating railroad! Features breathtaking trackside scenery. 90 min. (Pentrex) **$59.95, #70116 V/B**

Alcos, Iron Ore, and More— Enjoy Upper Michigan's rare diesels – LS&I Alcos, C&NW C-628's, and E&LS Baldwins. Also, GB&W and C&NW Alcos at Green Bay. 60 min. (Mark I) ... **$54.95, #70155 V/B**

BC Rail— Climb aboard and ride the British Columbia Railway! Includes Royal Hudson 2860, Budd cars, Alco diesels, the Tumbler Ridge electrics – and lots of scenery! 90 minutes. (Pentrex) **$59.95, #70129 V/B**

Best of '85— Two hours of modern railroading at its finest! Includes AT&SF, BN, SP, BCR, Amtrak, EMD SD60 demos, McCloud River steam, Tehachapi, Marias Pass, and more! (Pentrex) . **$59.95, #70137 V/B**

The Best of 1986— The variety of modern railroading is celebrated in 90 minutes! Highlights include SP 4449, EMD GP60 demos, SP's Donner Pass, Chicago railroading, and more. (Pentrex) **$59.95, #70159 V/B**

By Daylight to the Fair— A steam extravaganza featuring SP 4-8-4 4449 from Portland to New Orleans. In 90 colorful minutes, witness steam action at its best. (Pentrex) ..... **$59.95, #70117 V/B**

C&O 614T: The March to Hinton— See the coal-hauling winter test runs of ex-Chesapeake & Ohio 4-8-4 614 as it works the C&O mainline in snowy West Virginia. 30 min. (Video Rails) . **$39.95, #70122 V/B**

Circus Train— Here's Chicago & North Western R-1 4-6-0 1385 leading a colorful circus train from Baraboo, Wis., to Milwaukee on a memorable two-day run in 1985. 60 min. (Mark I) **$54.95, #70154 V/B**

Clear Track Ahead— A Pennsy promotional film loaded with T1 and M1 steam locomotives, E7 diesels, and GG1 electrics. 27 minutes, black-and-white. (Interurban Films) ..... **$40.95, #70074 V/B**

The Complete Silverton— Dramatic steam action on the Silverton Branch recorded from the cab, the pilot, from helicopters, and track speeders. 31 minutes. (Sunday River) ..... **$29.95, #70036 V/B**

Dateline D&H: Binghamton, N. Y.— Alco and GE diesels reign supreme in this contemporary study of the Delaware & Hudson. 49 minutes. (Hopewell Productions) ..... **$39.95, #70026 V/B**

Daylight 4449 '84— Travel with SP 4449 and the Louisiana Daylight from Portland to east of Los Angeles. Includes the California State Railroad Museum. 90 minutes. (JMJ) ..... **$65, #70090 V/B**

Daylight Delight— SP 4-8-4 4449 travels from Portland to Los Angeles with the Louisiana Daylight. See action in the Cascade Mountains and at Tehachapi Loop. 50 min. (Hopewell) ..... **$39.95, #70094 V/B**

The Denver & Rio Grande Western— Here's 90 minutes of video that cover the modern D&RGW, from the Front Range to Royal Gorge to the Joint Line. Includes Amtrak. (Pentrex) **$59.95, #70158 V/B**

Diesels of West Virginia and Maryland— Travel into the rugged Allegheny Mountains and marvel as second-generation diesels battle on the B&O and C&O. 46 minutes. (JMJ) ..... **$55, #70124 V/B**

Diesels on the Union Pacific— Witness UP diesels on the Sherman Hill line from Cheyenne to Dale Jct. Features trackside views and pacing sequences. Includes DDA40X's! 60 min. (WB) **$49.95, #70102 V/B**

Diesels on the Union Pacific . . . the Sequel— Enjoy more adventures of UP SD40's, U30C's, and DDA40X's! View trains battling snow and ride the cab of DDA40X 6922! 60 min. (WB) . **$49.95, #70104 V/B**

Diesels Roar on the Former Pennsy— Big-time Conrail action dominates this visit to the heart of the old Pennsylvania. Includes Enola, Horse Shoe Curve, and more. 60 minutes. (JMJ) ..... **$60, #70120 V/B**

Excursion to the Thirties— Rare color footage of C&S, D&RGW, and RGS narrow gauge and D&RGW standard gauge action in the 1930's. 52 minutes. (WB Video) ..... **$49.95, #70004 V/B**

Flight of the Century— Relive a run of NYC's 20th Century from Chicago to New York, with Hudsons and electric power. 18 minutes, black-and-white. (Interurban Films) ..... **$39.95, #70072 V/B**

The Fifties Express— Relive the great, diverse railroading of the 50's! Everything from PRR and DM&IR steam to vintage B&O diesels is included in this 52-minute program. (WB Video) .. **$49.95, #70160 V/B**

Florida Diesels, Part 1— Here's an hour-long study of Florida railroading, past and present. Includes Seaboard System and Amtrak trains today, plus past SAL and ACL action! (JMJ) ..... **$60, #70140 V/B**

Florida Diesels, Part 2— Features present-day operations of the Florida East Coast, plus vintage views of FEC's early diesels! Includes SR in North Florida and short lines. 60 minutes. (JMJ) . **$60, #70148 V/B**

The Glory Machines— An extraordinary collection of railroading scenes, 1928-1952. Everything from NYC 4-6-4's to diesel streamliners to UP Big Boys. 31 railroads in 64 min. (Herron Rail) **$69.95, #70121 V/B**

Jersey Diesels: New Jersey Transit— NJ Transit commuter trains are the subject, and you'll see U34CH's, F7's, GP40's, F40PH's, GP7's, and SW9's in action. 60 minutes. (Mark I) ... **$54.95, #70106 V/B**

L&NW: The F Units— Watch from trackside and ride the cab as Louisiana & North West's Electro-Motive F units run through the rolling hills of Louisiana. 38 minutes. (Trackside Video) .... **$34.95, #70132 V/B**

Last Breath of Fire— Witness the final days of steam on the Grand Trunk Western with the crew of No. 3740. You'll travel from Durand to Detroit on this USRA Mikado. 30 min. (Hopewell) **$34.95, #70161 V/B**

The Last Steamers of the Colorado & Southern— During 1958-1960, C&S's final steam, including 2-8-0's, 2-8-2's, and 2-10-2's roam from Denver to Wyoming on CB&Q. 52 min. (WB) .. **$49.95, #70138 V/B**

N&W + SOU = NS Diesels— Here's your chance to tour the eastern part of NS and see its big diesels in service! Includes dramatic action on SR's famed Saluda. 60 min. (JMJ Productions) ... **$49, #70163 V/B**

Narrow Gauge in Winter— Ex-D&RGW K-28 and K-36's make passenger runs on the Durango & Silverton, plus dramatic scenes of Rio Grande rotary plows in action. 23 min. (Sunday River) **$29.95, #70034 V/B**

Norfolk & Western Class J #611— Here's a definitive account of N&W's famed 4-8-4. See everything from scenes of the J's being constructed to today's 611 drama! 60 min. (Video Rails) **$49.95, #70115 V/B**

North Shore 1945— Ride on the North Shore from Chicago to Milwaukee, and witness the trains of the CNS&M, including the Electroliners. Black-and-white, 24 min. (Interurban Films) **$23.97, #70130 V/B**

Over, Under, Around & Through— Discover the ex-Clinchfield today, in big-time, mountain railroading at its best. Includes a cab ride over CRR's Loops! 35 minutes. (Lasting Impressions) **$44.95, #70084 V/B**

Queen of the Fleet— Norfolk & Western 611 roams from Roanoke to Norfolk and from Richmond, Va., west toward Chicago in this 52-minute program. (Hopewell Productions) ..... **$39.95, #70076 V/B**

Return of the Rambles— Witness the drama of ex-Reading 4-8-4 2102 powering 1985 excursions, plus Nickel Plate 765 running from Buffalo to Corning, N. Y. 60 minutes. (Mark I Video) **$54.95, #70156 V/B**

Rio Grande of the Rockies— From Alco PA's on the CZ to 2-8+8-2's on Tennessee Pass to narrow gauge steam action, here's the extraordinary D&RGW of the 1950's. 59 minutes. (WB Video) **$49.95, #70128 V/B**

The Rio Grande Today— Here's two hours of modern, mountain railroading featuring D&RGW freights, ski trains, Amtrak's California Zephyr in the Rockies, and more! (WB Video) ..... **$59.95, #70150 V/B**

SD40-2's In the Canadian Rockies— Modern, mountain railroading is the subject, as Canadian Pacific diesels battle heavy tonnage and the Canadian Rockies. 42 minutes. (Wild Rose) **$59.95, #70136 V/B**

The South Shore Story— Here's a complete history of the South Shore on video, from CSS&SB's orange cars to Little Joe's to the latest Japanese-built equipment. 30 min. (Interurban Films) **$26.97, #70135 V/B**

Steam Expo— Witness the spectacular Steam Expo in Vancouver, B. C., including the grand parade of steam, Steam Expo exhibits, and close-ups of each locomotive. 60 min. (Pentrex) .. **$59.95, #70139 V/B**

The Steam Locomotive— Learn how New York Central cared for its Hudsons and see the famous 4-6-4's in action, all in 20 minutes! Black-and-white. (Interurban Films) ..... **$39.95, #70070 V/B**

Steam Over Sherman— Return to the 1950's and stand trackside on Sherman Hill to rediscover UP Big Boys, Challengers, 4-8-4's, early diesels, and more! 54 minutes (WB Video) ..... **$49.95, #70096 V/B**

Steam Still Stands— Visit the Strasburg Rail Road, with locomotives 31, 90, 1223, and 7002 all under steam! Watch ex-PRR 7002 and 1223 double-head! 52 min. (Berkshire Videography) **$39.95, #70134 V/B**

Streamliners of Yesteryear— With color footage dating back to 1937, this video recalls America's great trains, including the Chiefs, Hiawathas, Zephyrs, etc. 30 min. (Video Rails) .. **$39.95, #70151 V/B**

Tehachapi, Part 1: Santa Fe— Photographed in 1984-86, here's AT&SF action on famed Tehachapi Loop. Includes pacing south of the summit to the Mojave. 57 minutes. (WB Video) **$49.95, #70141 V/B**

VIDEO CASSETTES FROM KALMBACH

Airbrushing for Model Railroaders — Jim Hediger, Gordon Odegard, and Allen Keller show you how to skillfully use an airbrush! Gordy explains airbrushes, then Allen offers tips on painting and weathering. Jim shows you how to prepare models for painting, and Gordy takes you through the painting of a boxcar. 40 min. . **$29.95, #15007 V/B**

The Basics of Model Railroad Wiring — Join expert Bruce Chubb as he shows you how to wire your model railroad! Bruce teaches you how to wire your pike for multi-train operation, offering tips and techniques on wiring reverse loops, wyes, switch machines and their contacts, and turntables. 53 minutes of useful information. . . **$29.95, #15019 V/B**

The Basics of Model Railroading — Learn all the techniques you need to build –and enjoy – your first model railroad! Wayne Wesolowski offers advice on planning a pike, teaches you how to construct benchwork, how to lay track, how to wire a model railroad for multi-train operation, and how to create scenery. 54 min. . . . **$29.95, #15013 V/B**

Building Model Railroad Scenery with the Experts — Dave Frary reveals his water-soluble scenery system. Malcolm Furlow shows you how to visually expand your pike. Bob Hayden creates a water scene. Gordon Odegard shows how to add realism to a right-of-way. Jim Hediger and John Olson discuss scenic blending. . **$39.95, #15001 V/B**

Building Model Railroad Wood Structures — Wayne Wesolowski shows you how to create superb wood structures! You learn how to select tools, how to prepare wood for modeling, and how to sand wood. Plus he discusses dry brushing, explains techniques for adding texture to wood, and much more. 41 minutes. . . . . **$29.95, #15003 V/B**

Building Reliable Model Railroad Track — Lorell Joiner shows you how to build and maintain superb track! You learn how to work with flextrack and commercial turnouts, plus how to build track and turnouts. From building sub-roadbed to ballasting and weathering, all the techniques for track building are covered! 53 min. . **$29.95, #15015 V/B**

Model Railroader Video Layout Tour #1 — Visit five model railroads – Bruce Chubb's HO scale Sunset Valley; Brian Holtz's HO scale Denver & Rio Grande Western; Malcolm Furlow's HOn3 San Juan Central; Lorell Joiner's O scale Great Southern; and Bill and Wayne Reid's N scale Cumberland Valley System! 60 min. . . **$39.95, #15009 V/B**

Model Railroader Video Layout Tour #2 — Take a tour of David Barrow's Cat Mountain & Santa Fe; Don and John Santel's Ohio, Michigan & South Shore; Herb and Mike Danneman's HOn3 Denver & Rio Grande Western; Allen McClelland's Virginian & Ohio; Doug Taylor's East Broad Top; and Chuck Hitchcock's Atchison, Topeka & Santa Fe. 60 minutes. . . . . **$39.95, #15011 V/B**

Model Railroader Video Layout Tour #3 — Visit five great layouts – the Union, Hoboken & Overland of the New York Society of Model Engineers, the Rensselaer Model Railroad Club's New England, Berkshire & Western, Earl Smallshaw's Middletown & Mystic Mines, Al Kalbfleisch's Rio Grande, and Don Clerke's Boston & Maine/Mashapaug & Wiscasset! 60 minutes. . . . . **$39.95, #15017 V/B**

Model Railroader Video Layout Tour #4 — Tour Rick Shoup's Atlantic & Western, Rick Spano's Scenced & Undecided, Gordon North's Denver & Western, John Armstrong's Canandaigua Southern, Sam and Elaine Powell's Penn Creek Valley, and the Severna Park Model Railroad Club's Chesapeake & Allegheny! 60 min. . **$39.95, #15021 V/B**

Weathering Railroad Models with Malcolm Furlow — Malcolm begins with weathering structures, then shows you how to texture wood and how to use stains and washes. You learn how to simulate wood and metal by using styrene, how to create masonry, how to master his crumbled stone effect, and more! 49 minutes. . . . **$29.95, #15005 V/B**

First Generation Diesels: A Search for the Survivors — With J. David Ingles as your guide, you'll track down a variety of the aged Electro-Motive, Alco, Baldwin, Lima, and Fairbanks-Morse diesels that remain in service today, and be treated to rare vintage scenes of first-generation diesels in their glory. 52 minutes. . . . . **$39.95, #15022 V/B**

Tehachapi, Part 2: Southern Pacific— Watch Espee's freights (and Daylight 4-8-4 4449) tackle Tehachapi Loop in spectacular railroading scenes from 1984 and 1986. 52 min. (WB) . . **$49.95, #70142 V/B**

Union Pacific's Steam Express–The 3985 Challenger— One hour of extraordinary coverage of UP 3985 working from Cheyenne, Wyo., to Pocatello, Idaho. (Video Rails) . . . . . **$49.95, #70048 V/B**

VIA F's in the Rockies— Classic streamliners, fabulous EMD F's, and the Canadian Rockies combine into 71 minutes. Includes the Canadian, Super Continental, and Skeena. (Scholl) . . . **$59.95, #70144 V/B**

Warehouse on Wheels— CP Rail's Alyph Yard in Calgary is the example, as this program looks at the operations of a typical railroad yard and locomotive facility. 60 min. (Wild Rose) . . . **$59.95, #70149 V/B**

Within the Oval— A must for all NYC fans, here are three classic promo films, all on one video cassette! Includes great footage of NYC steam, early diesels, and passenger trains. (Hopewell)**$39.95, #70162 V/B**

RECENT LISTINGS

BCR Steam— Western Canada provides the scenic background for steam action on BC Rail with former CP 4-6-4 2860 and 2-8-0 3716 the star performers. 41 minutes. (Scholl Video) . . . . . **$39.95, #70164 V/B**

Classic Locomotives: The Fairbanks-Morse Train Master— Here's a collector's guide to Lionel's O gauge F-M Train Master, in 32 colorful minutes! (Mountain Lakes Productions) . **$29.95, #70173 V/B**

Continental Divide— The last days of VIA's F9's on the Canadian and the arrival of the F40's keynote this wintry coverage of Canadian railroading. 60 minutes. (Wild Rose Productions) . . . . . **$59.95, #70174 V/B**

18 Wheels of Steel— Norfolk & Western A 1218 is the subject of scores of runbys, aerial shots, and cab scenes as she makes her inaugural trips out of Roanoke, Va. 55 minutes. (Hopewell)**$39.95, #70169 V/B**

F-Units: Winter in Canada— Eastern Canada is the setting for a winter journey in search of covered wagons. Includes VIA F's, F40's, Alco FPA4's, commuter F's, and more. (Scholl Video) . . **$49.95, #70165 V/B**

The Glory Machines, Volume II— Here's railroading in transition, 1944-1962. More than 260 runbys feature an extraordinary variety of steam and diesels from 26 roads. 72 min. (Herron) **$69.95, #70170 V/B**

Juniata's Jewel— Pennsy K4 1361 returns to service for the first time in 28 years – and you can witness all the excitement. Also historical PRR scenes. 53 minutes. (Berkshire Videography) . **$39.95, #70175 V/B**

Lionel: The Movie— Here's 30 minutes of enjoyment for anyone who appreciates the postwar Lionel classics. You'll see Hudsons, F-3's, GG-1's, and more (TM Books) . . . . . **$29.95, #70172 V/B**

More Diesels Roar on the Former Pennsy— Here's a sequel to "Diesels Roar on the Former Pennsy." Conrail action in the Alleghenies and historic scenes of PRR highlight 61 minutes. (JMJ) **$49, #70171 V/B**

N&W A 1218— Norfolk & Western A-class 2-6+6-4 1218 charges in all her steamy glory, captured in a variety of dramatic runbys, in this hour-long video program. (JMJ Productions) . . . . . **$49, #70168 V/B**

N&W 1218: Rebuilt and Roanoke Bound— The A is back, and here's the story, from scenes of the 2-6+6-4 under restoration to its first excursions from Roanoke, Va. 70 min. (Scholl Video) **$49.95, #70167 V/B**

Ridin' the Rails— Step aboard as Johnny Cash takes a trip through the growth of American railroading in an hour of music and folklore. SR 4501 included. (Hopewell Productions) **$29.95, #70176 V/B**

Snow Plow With CN F7's— There's high drama as a CN wedge plow and veteran F7's battle blizzards and heavy snow in eastern Canada during February 1987. 52 minutes. (Scholl Video) . . . . **$49.95, #70166 V/B**

To order, use the Kalmbach order form bound in this magazine, or send to Kalmbach Publishing Co., 1027 N. 7th St., Milwaukee, WI 53233. Include for postage and handling: U. S., $1; foreign $1.50. Wisconsin residents add 5% sales tax.

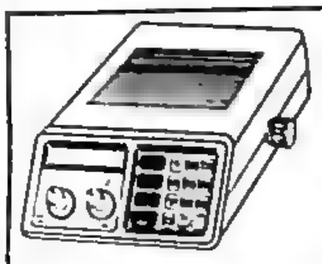
ALL VIDEO TITLES ARE AVAILABLE IN VHS AND BETA FORMATS EXCEPT AS NOTED. BE SURE TO SPECIFY PRODUCT NUMBER AND FORMAT (V OR B) WHEN ORDERING.

"The Largest Dealer of Scanners in the World"

SCANNER WORLD, USA®

10 New Scotland Ave., Albany, NY 12208 518/436-9606

Scanner World, USA®



— SPECIAL —

Regency®

MX-3000

Special $169.99

($7.00 shipping)

30 CHANNELS—MOBILE/BASE

—SCANNER WORLD EXCLUSIVE—

Features include simple programming of the following frequency ranges: 30-50 MHz, 144-174 MHz, 440-512 MHz. Digital display, priority, search, lockout, delay, dim control, top mounted speaker, one year factory warranty. Includes AC & DC cords, mobile mounting bracket, telescopic antenna. All for only **$169.99** plus $7.00 shipping (optional extended warranty: 3 years $39.99; 2 years $29.99.) MX3000 Service Manual $5.00.

Regency® Z30

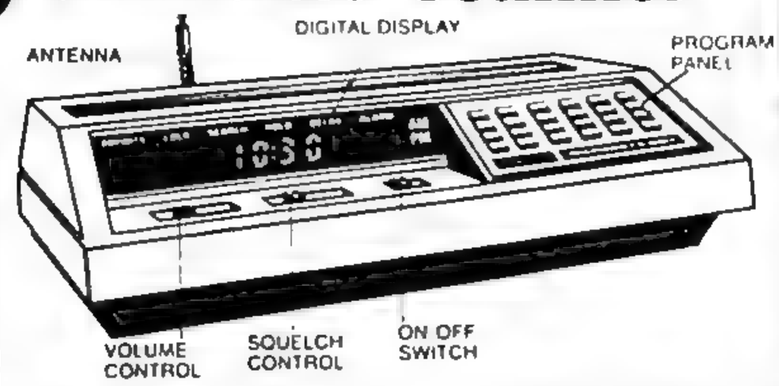
30 Channel Automatic Programmable Scanner

Scanner World Special

$129.99

(plus $5.50 shipping each)

Optional Accessories:
Cigarette Lighter Plug RGMPC . $4.95
Z Mobile Bracket — *Special* . . . $5.99



The Regency Z30 is a compact, programmable 30 channel, multi band, FM monitor receiver for use at home or on the road. It is double conversion, super heterodyne used to receive the narrow band FM communications in the amateur, public safety and business bands: 30-50, 144-174, and 440-512 MHz. Size 10¾"Wx2-7/8"Hx8-3/8"D.

Sophisticated microprocess-controlled circuitry eliminates the need for crystals, instead, the frequency for each channel is programmed through the numbered keyboard similar to the one used on a telephone. A "beep" acknowledges contact each time a key is touched. The Z30 scans approximately 15 channels per second.

Any combination of two to thirty channels can be scanned automatically, or the unit can be set on manual for continuous monitoring of any one channel. In addition, the search function locates unknown frequencies within a band.

Other features include scan delay, priority and a bright/dim switch to control the brightness of the 9-digit Vacuum-Fluorescent display. The Z30 can be operated on either 120 VAC or 12 VDC. Includes one year warranty from Regency Electronics (optional 3 yr extended warranty only $39.99, gives you a total of 4 yrs complete warranty or 2 yr extended warranty only $29.99, gives you a total of 3 yrs complete warranty.) Z-30 Service Manual $5.00.

Cobra SR-15

$219.99 *($7.00 shipping)*

100 channel pocket sized hand-held scanner (6"Hx2 3/4"W), no crystal, portable scanner, 29-54 MHz, 118-174MHz, 406-512 MHz, bank scanning, backlit LCD display, automatic search, lockout, scan delay, priority, key lock, plus much more. Includes rubber antenna, rechargeable Ni-Cad battery pack, AC adapter charger, earphone, and carry case. optional cigarette lighter adapter #15MPC $12.99.

BEARCAT 100XL Hand-Held Programmable	194.99	(7.00)
REGENCY INF-1 Informant Scanner	$249.99	(7.00)
BEARCAT 70XLT Programmable Hand-Held	169.99	(6.00)
BEARCAT 50XL Programmable Hand-Held	119.99	(5.00)
AD100U AC Adapter/Charger for 50 XL	12.95	(*)
BP55 NI-Cad Battery Pack for 50XL	13.99	(*)
CA50 Carry Case for 50XL	11.99	(*)
PS001 Cigarette Lighter Adapter for 50XL/100XL	12.95	(*)
BEARCAT 140 AC Programmable Scanner	94.99	(5.00)
BEARCAT 145XL AC Programmable Scanner	99.99	(5.00)
BEARCAT 175XL AC Digital Scanner	159.99	(5.00)
BEARCAT 100XL Digital Hand-held	194.99	(7.00)
BEARCAT Weather Alert	39.99	(4.00)
BEARCAT 210XLT AC/DC Digital Scanner	199.99	(7.00)
BEARCAT 800 XLT AC/DC Digital Scanner	299.99	(7.00)
REGENCY R1075 AC Digital Scanner	94.99	(6.00)
REGENCY MA-257 Cigarette cord for HX1000/1200	16.99	(*)
REGENCY MA-917 Ni-cad Battery for HX1000/1200	24.99	(*)
REGENCY HX-CASE Hvy Leath. case for HX1000/1200	19.99	(*)
REGENCY MA-549 Drop in charger for HX1000/1200	89.99	(5.00)
REGENCY MX-3000 AC/DC Digital Scanner	169.99	(7.00)
REGENCY HX-2200 Digital Hand-Held Scanner	172.99	(7.00)
REGENCY Z-30 AC/DC Digital Scanner	129.99	(5.50)
REGENCY Z-60 AC/DC Digital Scanner	149.99	(7.00)
Mobile Mounting Bracket for Z Scanners	5.99	(*)
REGENCY ACT-R-1 AC/DC Crys. Single Channel	75.99	(4.00)
REGENCY RH-256B High Band Transceiver	359.99	(7.75)
REGENCY UC 102 HI-VHF Hand Transceiver	119.99	(5.50)
REGENCY RH-600B High Band Transceiver	429.99	(7.75)
REGENCY R806 AC/DC Crystal Scanner	79.99	(5.00)
COBRA SR12 Digital Hand-Held Scanner	199.99	(6.50)
COBRA SR10 Digital Hand-Held Scanner	129.99	(6.00)
COBRA SR900 AC/DC Digital Scanner	109.99	(5.00)
COBRA SR925 AC/DC Digital Scanner	164.99	(6.00)
Book "Top Secret Registry of Gov't Frequency"	12.95	(3.00)
Book "Covert Intelligence, Electronic Eavesdropping"	8.95	(*)
Book "Betty Bearcat Frequency Directory"	14.95	(*)
Book "Rail Scan Directory"	7.95	(*)
Book "Air Scan Directory"	12.95	(*)
RCD MRP-1 Single Channel Hand-Held	38.99	(3.00)
FANON M8HLU DC Crystal Scanner	89.99	(5.00)
FANON PSK-1 AC Adapted for M8HLU	12.99	(*)
FOX BMP-1060 AC/DC Digital Scanner	129.99	(5.50)
FOX Mounting Bracket for BMP-1060	9.99	(*)
ANT-1 Magnet Mount Mobile Scanner Antenna	29.99	(3.00)
ANT-6 Base Scanner Antenna w/50' cable	29.99	(3.00)

Regency®

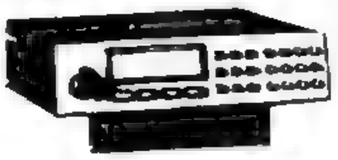
HX2200

$172.99

(Plus $7.00 shipping each)

Digital Programmable 20 Channel Hand-Held Scanner with raised button keyboard for easy programming of the following frequency ranges: 118-136 MHz, 138-174 MHz, 406-512 MHz, 800-950 MHz (NOTE: This is the only hand-held portable scanner which will receive the 800-950 MHz range plus high band, air, and UHF). Features include priority, scan delay, memory backup, dual scan speed, channel lockout, jacks for external antenna and earphone, 90 day factory warranty, keyboard lockswitch, sidelit liquid crystal display for night use, program AM or FM mode, search or scan, size is 3" x 7" x 1½". Complete HX2200 package includes Ni-Cad rechargeable batteries, wall charger adapter, protective carry case, and rubber antenna. All for the low price of only $172.99 plus $7.00 shipping each. (Optional extended warranty: 3 years $39.99, or 2 years $29.99)

SCANNER WORLD EXCLUSIVE



Bearcat

BC-600 XLT

$224.99 *($7.00 shipping)*

Digital Programmable 100 Channel Scanner

BC-600 XLT covers the following frequencies 29-54 MHz, 118-174 MHz, 406-512 MHz Features compact size of 6-5 16 Wx1-5 8 Hx7-3 8' D, scan delay, priority memory backup, channel lockout, bank scanning, key lock, AC DC power cords, telescopic antenna, mounting bracket supplied, one year factory warranty, search, direct channel access, track tuning, service search including pre-programmed frequencies by pushing a single button for police fire/emergency, aircraft, weather, and marine services. Plus exclusive optional features never available on any scanner before. First is an RF receive amplifier for boosting weak signals for only $24 99 plus a CTCSS tone board is available for only $59 99 to make this the number one scanner available in the USA Optional cigarette lighter plug #600MPC $4 99

REGENCY HX1500

Digital programmable 55 channel hand-held scanner. Frequency coverage 29-54 MHz, 118-174 MHz, 406-420 MHz, 440-512 MHz. Covers Public Service bands plus aircraft, trains, marine, plus many others. Has priority, search, lockout, scan, banks, sealed rubber keyboard. 90 day factory warranty. Includes flexible rubber antenna, belt clip and earphone.

$224.99 *(Plus $7.00 Shipping each)*

Optional Accessories Available for HX-1500: Call For Price:

REGENCY RH-256 B
PROGRAMMABLE TRANSCEIVER

RH-256B Transceiver, 16 channel 12 VDC 2-way Radio fully programmable in transmit and receive mode. Includes built-in CTCSS tones for encode/decode, time-out timer, scan delay, 25 watts transmit power, priority, plus more. Frequency spread as shipped 152-158 MHz. Package includes mobile mike, bracket, mobile antenna, and all cables and instructions for installation. *Special package deal only:* $359.99 *(7.75 shipping)*

(2 year extended warranty $49.99 - 3 year $69.99)

ORDERING INFORMATION

Call (518) 436-9606 to place orders by phone or mail orders to *Scanner World*, 10 New Scotland Av., Albany, NY 12208. Orders will be shipped same day received by United Parcel Service. *Scanner World* accepts VISA, MasterCard (COD shipments by United Parcel will be for cash or certified checks only). Mail orders with personal or business checks will be held 4 weeks for bank clearance. Orders with cashiers checks or money orders shipped same day received. Prices, specifications and terms subject to change without prior notice. If items are out of stock we will backorder and notify you of delivery date. All shipments are F.O.B. *Scanner World* warehouse in Albany, NY. We are not responsible for typographical errors. All merchandise carries full manufacturers warranty. Bid Proposals and Purchase orders accepted from Government agencies. Free full line catalogue available upon request. No minimum order. New York State Residents add 7% sales tax.

SHIPPING CHARGES

(*) Add ($) per scanner, and $3.00* for all accessories ordered at same time. C.O.D. shipments will be charged an additional $3.00 per package. Full insurance is included in shipping charges. All orders are shipped by United Parcel Service. Shipping charges are for continental USA only. Outside of continental USA, ask for shipping charge per scanner.

Scanner World, USA®

10 New Scotland Ave., Albany, NY 12208

(518) 436-9606

Most orders Shipped Same Day Received!

Scanner World, USA • 10 New Scotland Ave. • Albany, New York 12208 • (518) 436-9606

Scanner World, USA • 10 New Scotland Ave. • Albany, New York 12208 • (518) 436-9606

"CENTURIES of the NORTH WOODS"

A look at the Chicago & North Western's magnificent Alco Century 628s. Join us as we cover the 6700s operating on C&NWs Lake Shore Division; explore the history of the C628; hit the road for a chase of train ESGBA (Escanaba to Green Bay Manifest); and talk to the shop personnel who maintain the big Alcos.

$60.00 1 hr. 30 min.

Also from East End Productions:

"EXTRA 6706 WEST"

Ride the 6700s from Escanaba to Empire Mine and return. See the C628s as the crews see them: from the cab! Find out what the people who work with these massive locomotives think about them. Then ride the caboose of a loaded ore train back to Escanaba.

$50.00 58 min.

Both programs $90.00...Save $20.00.

Both programs were shot on ¾" videotape with broadcast quality camera and professionally edited, with equal emphasis on sound as well as video. VHS or Beta.

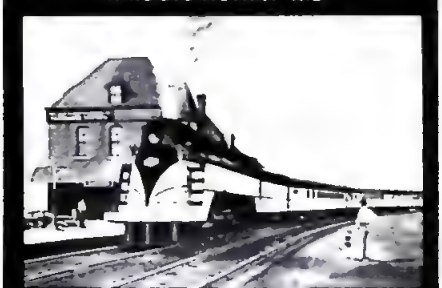
Produced for Railfans by Railfans from

EAST END PRODUCTIONS

P.O. Box 645 Fox Lake, IL 60020

FAMOUS STEAM RIVALS

BRAND NEW 1935 "HIAWATHA" ROARS THRU STURTEVANT WIS



MINNESOTA 400 STOPS BRIEFLY AT WINONA, MINN.

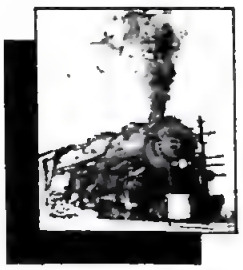
FULL COLOR LITHOS OF ABOVE PLUS OTHERS ARE AVAILABLE.

MAIL LARGE SSAE FOR LIST

Russ Porter 2228 S. 81st. St. West Allis, WI 53219

GIFTS FOR ANY OCCASION

FINEST RAILROAD VIDEOS AVAILABLE



Full Color With Area Maps and Locations!

Natural On Tape Sound!

Fully Edited!

STEAM IN THE U.S.A.

"N&W 1218 REBUILT & ROANOKE BOUND" First runs, rebuilding in shops, first excursions, action, turntable, and much more. 70 minutes $49.95

"CINCINNATI 611"
N&W 4-8-4 CLASS J to Danville, Ky. and Portsmouth, Oh. on record trips. 3 grades over 1.5%, cab scenes, action. 43 minutes $39.95

"NKP 765 AUTUMN SPECTACULAR" 2-8-4 #765 On the C&O to Hinton, and Cincinnati-Russell, Ky. Oct. 1986. Pacing, cool weather, fog. 45 minutes $39.95

"L&N 152 IN KENTUCKY & BEYOND" 1985 Break-in run, first excursions, and several 1986 trips, including 5-day journey. Action-packed. 60 minutes $49.95

"FULL THROTTLE TO CUMBRES" Cumbres & Toltec narrow gauge 1985 action with doubleheading, fall colors, 4% Cumbres grade & more. 60 minutes $55.00

"STEAM RUNS DAILY" Durango & Silverton RR 1985 with passenger trains and steam ballast train. Unusual meets, and Colorado mountains. 47 minutes $49.95

(SPECIAL PACKAGE: STEAM RUNS DAILY & FULL THROTTLE TO CUMBRES ..... $100.00)

"614 COAL TRAINS" Winter 1985 action with C&O 4-8-4 #614 hauling real coal trains Huntington-Hinton. Great action, snow, sun and cold. 60 minutes $55.00

"SOUTHERN 4501" 1985 trips Chattanooga-Memphis-Iuka in the South. Southern's first steam excursion engine in action runbys, pacing, and more. 60 minutes $55.00

"RARE DOUBLEHEADER" N&W 611 and NKP 765 doublehead two days, then 765 on 1984 NRHS Convention, plus 765 pulls northbound freight, 611 freight south. 60 minutes $55.00

"NEW RIVER EXPRESS" Nickel Plate 2-8-4 765 Huntington-Hinton Trips Oct. 1985. Beautiful scenery and fast running in West Virginia. 44 minutes $49.95

CANADIAN STEAM & DIESEL

"CN 6060 FREIGHT TO VANCOUVER" Last 10 days of restoration 1986, plus entire 2 day 550 mile journey to Vancouver with Grain train, super scenery. 73 minutes $59.95

"BCR STEAM" 1986 action with 4-6-4 #2860 and 2-8-0 #3716 on the scenic British Columbia Rwy. Also BC Ferries, and BCR Freights. 41 minutes $39.95

"VIA F's IN THE ROCKIES" Canadian Rockies, and last year for older FP7's and FP9's on "The Canadian", "Super Continental", and "Skeena" Passenger trains. 71 minutes $59.95

"F-UNITS WINTER IN CANADA" Eastern sequel to VIA F's. February 1987 with VIA FP9's, FPA4's, new FP40PH-2's, plus Montreal Commuter FP7's, Ontario Northland FP7's, more. 57 minutes $49.95

"SNOW PLOW WITH CN F7's" Rare action with pair of Canadian National F7A's pushing snow plow at Speed. See how plow works, derail and rerailing plow, and flying snow. 52 minutes $49.95

SOUTH AFRICAN STEAM COLLECTION (1984)

SA #1 "THE BETHLEHEM LINE" 4-8-4's (class 25NC) on this rugged line. Freight and passenger, cab ride in doubleheaded 4-8-4's, great stack sound and more. 60 minutes $55.00

SA #2 "STEAM BY THE OCEAN" Scenic George To Knysna Branch along Indian Ocean in Southern most Africa. Clean 2-8-4's on Mixed Trains, passengers, riding, much more. 60 minutes $55.00

SA #3 "DOUBLE-TRACK MAIN" The De Aar to Kimberley Line. All 4-8-4's with doubleheading, **"The Red Devil" #3450, "The Last Condensor in the World"**, much more. 60 minutes . $55.00

SA #4 "THE FINAL CHAPTER" 4 shorter segments includes Last Garratt Line, doubleheaded 2-8-4's, 4-8-4's with stalled train and pusher, Industrial Garratts, more. 60 minutes $55.00

(SPECIAL PACKAGE: ALL 4 SOUTH AFRICA TAPES IN 1 ORDER (SA#1-SA#4) FOR ONLY ..... $200.00)

All video tapes available in VHS or BETA. Please state type required. Payment with order. Mail or phone orders accepted. VISA and MASTERCARD accepted. Prompt and courteous service for our quality products. SHIPPING: Add $2.00 for 1st class or Canadian orders for orders of 1 or 2 tapes. $4.00 for 3 or 4 tapes. Otherwise sent 3rd class mail. Overseas orders shipped surface rate at $5.00 per tape. Ohio residents add 6% sales tax. Order with confidence.

GREG SCHOLL VIDEO PRODUCTIONS

VISA P.O. Box 123-T12 BATAVIA, OHIO 45103 M.C.

(513) 732-0660

1. REAR VIEW AT WORK.

Collection of E. J. Haley.

Clearing Cumbres Pass . . . in 1906!

IN an unusually sharp action photograph for the time (1906), an unknown photographer poked his head and camera out of a caboose cupola window and captured forever on his glass-plate negative this dramatic scene of a Denver & Rio Grande rotary snowplow train clearing the west side of Cumbres Pass high in the San Juan Mountains on the Colorado-New Mexico border. The four diamond-stacked 3-foot-gauge Class C-16 200-series 2-8-0's, with No. 216 in the lead, are struggling to push Rotary OM up the 4 per cent grade along Wolf Creek near Cresco, N. Mex. The locomotives were built by Grant in 1881, and the rotary came from Cooke in 1889. In 1971, the two states bought the 64-mile Antonito (Colo.)-Chama (N. Mex.) segment of the 200-mile narrow-gauge line to Durango, and today, as the Cumbres & Toltec Scenic Railroad based at Chama, it is operated by Kyle Railways for the states as a living historical museum, employing four ex-D&RGW 2-8-2's (Class K-36, 480-series 1925 Baldwins) to haul visitors over Cumbres Pass on the longest and highest narrow-gauge steam railroad in the country. Remarkably, Rotary OM, now almost a century old, still performs occasionally on this same line where it was photographed over eight decades ago.—E. J. HALEY.

When winter strikes

"Ain't seen one

I "AIN'T seen one like this since '68, '69." That's what the locals kept saying throughout the winter of 1984-1985. At Fernan Ranger Station in Coeur d'Alene, Ida., the logbook showed the average snow depth for Kootenai County was at its highest on February 11, 1985—26 inches. Granted, two feet of snow won't bring out the rotary plow, but the accumulations in secluded canyons and on north-facing mountain slopes might easily have been twice that figure. Still, it hadn't been like this in over a decade; 47 inches were on the ground on January 31, 1969, and in the 14 years since, average accumulation had barely surpassed double-digits.

My family moved to Coeur d'Alene in August 1984. With less than three months in which to become acclimated, my body, my car, and my cameras were subjected to a crash course in northern winter weather. A determination to record the railroads as they challenged the snow and cold led me into a few challenges of my own. Sleeping in my car overnight at a roadside rest stop, for example, enabled

the Idaho Panhandle

BRUCE KELLY
PHOTOS / **THE AUTHOR**

like this since '68, '69"

some early-morning photography of Burlington Northern's Spokane (Wash.)-to-Missoula (Mont.) traffic on the ex-Northern Pacific line into Cabinet Gorge. At 8:26 a.m., an SD40-2/B30-7A/SD45 consist splits a pair of ABS semaphores between Oden and Hope, Ida., leading Missoula-bound freight across a frozen bay where the Pack River empties into Lake Pend Oreille. Taken at the height of the big winter's chill on January 27, 1985, this picture brings back memories of frozen toes and fingers and treacherous driving conditions on Highway 95. Subsequent winters have been more merciful—more rain and wind than snow.

Even if winter in your hometown means sunshine and temperatures of 66 degrees [page 27, December 1986 TRAINS], these chilly scenes should make you scoot a little closer to the fireplace. Turn back the calendar, now, and the employees' timetables of Burlington Northern and Union Pacific, to the bone-chilling months of November 1984 through February 1985, when winter struck the Idaho Panhandle.

The Geeps of Coeur d'Alene Lake

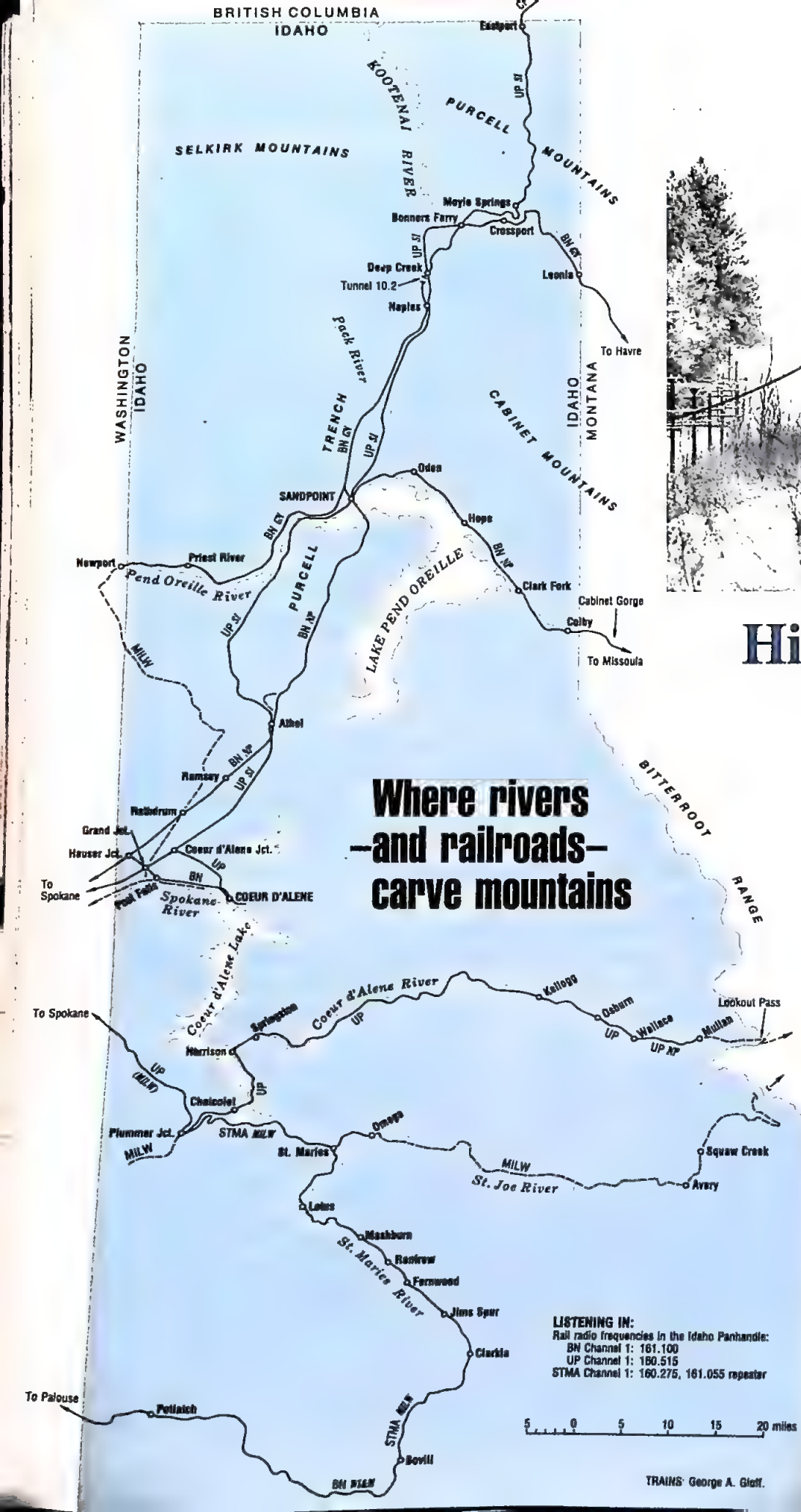
A December weekend's buildup of snow in Coeur d'Alene requires some nonrevenue passes down Mullan Avenue by GP9 No. 1802. Even after a couple of plow runs are made, section crews will have to clear ice from the flangeways on this piece of street-center railroad before the 1802 can switch Potlatch Corp.'s sawmill at the end of the branch. The caboose and outbound loads ready for departure back to Spokane on another day, GP9 1846 idles at Coeur d'Alene while the crew figures out the day's last switching moves in the warmth of the freight office. Northern Pacific placards are enough of an oddity on the hind end of Burlington Northern trains, but the cabooses themselves will disappear from BN's "CdA" local with the coming spring thaw. Built primarily on a timber-oriented economy, Coeur d'Alene had been crisscrossed by trackage of Great Northern, Northern Pacific, Spokane International, and Chicago, Milwaukee, St. Paul & Pacific before BN formed in 1970. Union Pacific's branch train into Coeur d'Alene—operating on subsidiary Spokane International—does profitable business in the northshore city too, and maintains its use of cabooses. On January 16, the wooden trestle supports of Northern Pacific's now-abandoned line vibrate as UP GP38-2 No. 2003 leaves Gibbs in throttle position 8, dragging the day's lumber loads up from the Spokane River to a junction 7 miles away.

Coeur d'Alene's chief source for timber is the forest land just west of the Bitterroot Range, and when the Milwaukee Road pulled out of its Pacific Extension in March 1980, Potlatch knew it couldn't get by without some sort of railroad to deliver logs to its massive plant at St. Maries, Ida. (pronounced St. Mary's). The logging firm purchased enough locomotives, cars, and property from the defunct transcontinental to create the St. Maries River Railroad for the sole purpose of hauling logs north from Bovill (40 to 50 carloads every two days during winter) to St. Maries, where finished lumber then rolls west in box cars to Plummer—the junction with Union Pacific that is STMA's gateway to the world. Logs not processed in St. Maries are lashed into bundles and towed out the St. Joe River to Coeur d'Alene Lake, eventually ending up at mills in Coeur d'Alene, Gibbs, or Post Falls. Timber-cutting declines somewhat during the winter, so the log flats parked over in St. Maries won't be idle and empty for very long. GP9's 103 and 102 roll STMA's branch train south along the St. Maries River near the old Milwaukee Road siding at Lotus. Special ditch lights and a squeaky-clean paint job denote the short line's autonomous pride.

Snowflakes are falling on February 19, striking the ground with a whisper-quiet hiss. Just moments ago, the wintry silence was disturbed by the rumble of steel wheels crossing the St. Joe River swing bridge at Chatcolet, and now the two GP38-2's of UP's Wallace Branch Turn trundle around a curve at Coeur d'Alene Lake's Shingle Bay. At Harrison, the Geeps will take their cabooseless train east up the Coeur d'Alene River into Idaho's Silver Valley mining district. Years ago enough silver, lead, and zinc ore was unearthed in Kellogg, Osburn, Wallace, and Mullan to tag Idaho as the nation's leading producer of these minerals. The scant loads of silver/lead concentrate brought out these days by UP's twice-weekly turn are nothing like the ore trains that once wheeled down the 3-foot gauge rails of the Coeur d'Alene Railway and Navigation Company to the steamboat connection at Cataldo. But falling silver prices forced BN to retreat from the Silver Valley, leaving an empty roadbed behind on the former NP 4-per cent, zigzag grade over Lookout Pass. Now being restored as a museum and historical landmark, Northern Pacific's Wallace depot defies the general state of decay besetting the valley.

1846
COEUR D'ALENE

1802
1802



Highballing across

Where rivers —and railroads— carve mountains

Today's Grand Junction—where BN's Coeur d'Alene Branch crosses the SI main line (UP's Spokane Subdivision)—is only two-thirds as grand as yesterday's, though the lost third endures as an obvious linear depression in the winter landscape. (Scratch Milwaukee Road's 9th Subdivision from the list of Rathdrum Prairie rails.) But the shriek of air horns still rings clearly over the wide open, winter-white prairie miles. Big-time, mainline railroading on Burlington Northern's 1st Subdivision, Spokane Division, looks like this: four EMD units—a trio of SD40-2's and an SD45—leading Ex-

the Rathdrum Prairie

tra 6789 East through Rathdrum at a 60-mph clip. And this: two units running elephant-style west of Ramsey with westbound lumber, framed between the searchlight signals at Milepost 41. That plume of snow and vapor kicked up by Extra 6504 West looks good on film, and it serves to remind the tractor trailer and bus companies that there's only *one* way, one *safe* way to move people and products overland, at speed, in winter.

When the BN's mainline action slows down, it's only for a moment . . . just long enough for one train to duck into a siding and let another one go by. At 1:06 p.m. on January 20, westbound trailers and containers creep down the 1st Subdivision main near West Rathdrum; signal aspects change from yellow over red to double red as the road engines pass beneath. Exhaust billows skyward from the power of Extra 7042 East—an empty grain train—in response to an engineer's haste to clear into Rathdrum siding. Five road units are unusual power for grain empties (two units are standard), but then these are unusual conditions. Subfreezing temperatures hinder the flow of air through the brake pipe, and since BN's fleet of 12 air repeater cars (17 additional air repeaters were to be operating by the winter of 1986-1987) are reserved for the longer, heavier trains, extra road units help release frozen brakeshoes along a mile's worth of freight train. Cabooses part at 1:12 p.m., and quiet settles in again at West Rathdrum. The westbound's priority lading will be delivered to the intermodal loading facilities at Seattle; the eastbound's empty hoppers will return to Midwestern grain elevators for another fill of wheat. Such shipping cycles are never-ending on the Burlington Northern. So too are such meetings of trains at Rathdrum siding.

Into the mountains

North Idaho's terrain becomes more mountainous north of Sandpoint. Two tunnels between Naples and Bonners Ferry present the tightest high/wide dimension restrictions on BN's Panhandle movements. Extra 8078 West bursts from Tunnel 10.2, engines working against a slight ascending grade. No squealing flanges on this curve—snow packed up to the railheads buffers all noise except the half-throttled prime movers and moaning couplers. Westbound grain loads in tow, SD40-2 6801 is caught in profile at Deep Creek, just east of Tunnel 10.2, where BN's 1st Subdivision crosses over the SI main line. The clock reads 8:35 a.m., and the mercury touches 1-degree Fahrenheit. In the course of the day, eastbound BN tonnage and Union Pacific's symbol HE (Hinkle, Ore., to Eastport, Ida., since redesignated HKCP for Hinkle-CP Rail) will pass Deep Creek. Northward they go, trains of the BN and SI, threading the forests of the trench to reach Bonners Ferry, launching point for the final thrust east and north into lands outside the Panhandle.

Hardly comparable to that in passes in the Cascades or Sierra Nevada, winter snowfall on the Idaho Panhandle rarely exceeds the capabilities of road engines to plow their own way. U30B No. 5787, coupled with an SD45 and B30-7A, doesn't even need a snowplow pilot on this calm December morning. Normally found in service farther south and east on BN, the four-axle GE is leading a westbound freight across the 155-foot fill near Milepost 26 on a line relocation done by Northern Pacific in 1965. Beyond Athol, trains take advantage of the Purcell Trench, a northward-running slot between the Selkirk, Purcell, and Cabinet Mountains. Another natural trade route, the Clark Fork and Pend Oreille rivers, overlaps the Purcell Trench at Sandpoint. Entering Sandpoint from the south, two BN road units roll their eastbound grain empties onto the mile-long deck bridge over Lake Pend Oreille. At Sandpoint Junction, the train will veer south toward Cabinet Gorge and continue to Midwestern grain growers. Amtrak's *Empire Builder* makes late-night station stops at Sandpoint. At 11:53 p.m. on February 18, the gleaming Superliners of No. 7 look pretty inviting as the outside temperature dips well below freezing. Amtrak No. 8, 1008 to BN, is due in at Sandpoint around 2 a.m.

Kootenai River gateway

Layers of snow topping the roofs of maintenance-of-way outfit cars at Bonners Ferry understate the season's total snowfall. The cars testify to BN's concern for keeping its railroad operable throughout the winter months. Thanks in large part to the track gang's work (cleaning ice from turnouts and flangeways, maintaining the alignment of rails kinked by frost heaves), Extra 8179 West's speed comes close to the allowed 60 mph. Spokane International's trains ran through Bonners Ferry at a mere 5 mph out of respect for the 79-year-old wooden truss bridge spanning the Kootenai River, which the following December collapsed beneath a northbound freight [page 17, April 1986 TRAINS]. East of Bonners Ferry, ice sheets floated calmly downriver, then disintegrated with a reverberating crunch against the bend at BN's Crossport siding.

In the heart of the Kootenai River Gorge, between Crossport and Leonia, a Havre-based SD40-2 heads another eastbound trailer train upriver. Aside from the railroad, a boat provides the only decent access to this remote territory. Across the Kootenai, high on the canyon wall, we see the wooden trestle and precarious rock ledge traversed by SI's traffic to and from Canada. This is perhaps the most awesome piece of mountain railroad anywhere in Idaho. Now, if only the southbound SI freight would keep to its afternoon departure from Eastport and grace the gorge with yellow diesels. It did. Five minutes after BN Extra 8130 East left the scene, the whine of dynamic brakes filtered down the canyon from the east as a westbound descended from Moyie Springs.

The date is February 16, 1985, and despite the beautiful snow-frosted scenes witnessed this afternoon east of Crossport, springtime's arrival will be welcomed. Soon, we'll be showing our shirtsleeves in comfortable weather, and sipping iced tea under the sun. Seems unlikely now, but by late summer, we'll be longing for another winter, to be drawn again to Panhandle railroading under frozen skies, as sure as next November's first snow. ⊥

St. Catharines (Ont.) *Standard*: Leonard LePage.

So you wanted an SW1200 for Christmas

MARY ATKINS, of 28 Town Line Road East in Thorold, Ontario, was not expecting company for dinner on the evening of January 28, 1987, but she sure had an unexpected visitor when Canadian National SW1200 No. 7725, the locomotive on southbound local freight 551, rode up on ice clogging a rail frog, left its train behind, and took an L-shaped detour across the street and up the concrete driveway to her home.

No one was hurt in the 5:30 p.m. mishap. If supper was ever eaten at Mary's and her neighbors' that day, it must've been late, for the adventure of 7725 brought all sorts of police, emergency crews, and railroaders to the neighborhood. A crane brought in from Toronto by CN restored 7725 to its rails about 3 a.m.

Commented reader B. G. Southam of Vineland, Ont., who alerted us to this month-late Christmas present, "if you didn't get that Lionel or LGB train set for Christmas, just give CN a call, and they'll try to deliver a real train to your doorstep (or driveway). You can always trust a Canadian or their railways to honor your request."—J.D.I.

Last of the largest class

Of GP9 7093, Christmas breaks, and the inevitability of change

ALEXANDER D. MITCHELL IV

PHOTOS / **THE AUTHOR**

I AS we grow up, some things never seem to change—the colors of nature, the authority of adults, the GP9's on the local branch-line freight.

My earliest exposure to real railroading came from the dingy black Pennsylvania Railroad and Penn Central GP9's that routinely plodded through Selinsgrove, Pa., on the local from the Northumberland yards to Middleburg and Paxtonville in the late 1960's. The pair (*were* there any other locomotives like them, at least to a 4-year-old?) overwhelmed their small consists, usually fewer than 12 cars after dozens of loaded coal hoppers had been dragged up an obscured 2-mile spur to the Pennsylvania Power & Light plant at Shamokin Dam and outbound empties left hidden in the woods. Mainline freights and huge classification yards inspired awe and wonder, but to this railfan, too young to know that others existed, it was the local freight and its black engines that were the essence of railroading.

My enthusiasm for the mixtures of black Geeps, covered hoppers, box cars, flat cars, and the obligatory little green caboose held through the collapse of Penn Central, fading paint, and the coming of a strange monster called "Conrail." All Conrail meant to a naive sixth-grader was the death of the branch west of Kreamer, the retirement of familiar faces, and funny "CR" stencils on the equipment. The GP9's, though, were a symbol of consistency in a period of change. None of their numbers changed; they were still the same old 7100's, changing only once in a blue moon as units were traded between Northumberland and the Enola engine terminal near Harrisburg.

Nevertheless, Conrail was a new system, and change inevitably tried to muscle in. First, a bright blue caboose grabbed the tail of the local . . . and stayed. Then, freshly repainted No. 7173 appeared, causing a blue shock to my youthful tranquility, worse than learning that Santa Claus might not exist. Soon the routine lashup became one black GP9 and one blue GP9—a "bruised pair," in my jargon. And finally, the true invasion started. A blue rebuilt NW2, 9159, teamed up with 7164 to make the first all-blue locomotive-caboose trio. On its first trip, the NW2 promptly derailed on the first curve out of Selinsgrove. The Federal Railroad Administration shut the line down for three months in 1979 because of deteriorated track and a rash of derailments. The first train over the repaired track was hauled by another bruised pair, with weathered black 7235 leading. The first GP38-2 to show its low nose (or any low nose) on the branch also derailed, on its first trip on the mill spur in Selinsgrove. Even after the 7-mile branch was rebuilt with welded rail to allow 25-mph running, the line remained a GP9 bastion.

"SOME things never change . . . "

When I moved on in life, to the University of Delaware

TIME was running out for Conrail GP9 No. 7093 (above) as it idled away part of its last week at the Northumberland roundhouse on February 14, 1986. The following Christmas, GP10 7557 (below) upheld the Pennsy high-hood tradition.

in 1982, I wandered into a railfan's paradise, complete with the former Baltimore & Ohio main line just outside my dorm window, Amtrak's Northeast Corridor and a Conrail yard across town, and a steam excursion line, the Wilmington & Western, 8 miles away. Nevertheless, I remained loyal to the Selinsgrove GP9's. They were part of the home environment I went back to on breaks and in the summer. Indeed, I sneered at the B&O locals scampering past behind lone GP40-2's. *Real* locals are headed by GP9's. Even a short Selinsgrove visit by EMD-engined RS3 9929 in the winter of 1982 and the one-time spectacle of GP30 2222 at Christmastime 1983 didn't faze me—both were in the company of a GP9. Eventually, these home sightings became dependable—7093 and 7094 coupled cab-to-cab. I dubbed them the "70-Twins," even though it took ages for both to turn blue.

The GP9 supremacy finally was broken around my junior year as EMD switchers became a regular teammate for one or the other of the Twins. Sometimes locomotives would even run solo, skipping the arduous PP&L coal run. Nevertheless, 7093 and 7094 carried on the grand Pennsy GP9 tradition in spirit and in numbers, even if hidden beneath the new look of blue paint, blanked-out dynamic brake blisters, and paper air-filter boxes.

Christmas break 1985 found me relieving the pressures of trying to graduate a semester early by chasing good old 7093, paired up with SW1500 9598, over snow-slicked roads. As I caught up with the crew at their lunch stop at the convenience store in Kreamer, I struck up a conversation with familiar faces.

"You're still stuck with the 7093, eh?"

"Yeah, the last one, too."

"Last one outta Norry, eh?"

"Last one on the whole system."

WHAT?

No . . . no, this couldn't be . . . and then it struck me full force and sent me reeling as if from a sledgehammer blow. If what they said was true, I was staring at the last of the Pennsylvania Railroad's once-mighty GP9's. The 270-unit

fleet (plus 40 cabless GP9B's—count on PRR to order anything) that, beginning in 1955, effectively slammed the coffin door shut on Pennsy steam. The largest class of diesels on the Pennsy. Over 7 per cent of all GP9's built. The truly all-purpose locomotive, at home on almost any duty.

Northumberland—the last stand of PRR freight steam, where the diesel invasion had been held off until November 1957, home to the last I1's, the last M1's, the last H9's and H10's—now was home to the last of the species that rendered them extinct. And the Selinsgrove Junction-Kreamer branch—now a puny remnant of the 27-mile line to McClure once dusted by Consolidations' cinders—was the last true branch of many once served by Northumberland's steam, the rest having been turned into short lines or scrap metal. Now, 28 years later, history was repeating itself before my eyes on a blustery, gray evening. And off in the distance, I thought I could hear H10 7688, a McClure-line veteran, snickering to herself at the Railroad Museum of Pennsylvania in Strasburg.

But how and why was 7093 given the honors? The crew gave one of those wild excuses that sound too fabulous to be made up. Supposedly, Conrail had ordered all GP9's into storage at major yards and terminals. Northumberland refused to relinquish the 7093, claiming that the only lashups that could get the coal to PP&L were two GP9's, a GP9/SW pair, or three SW's, and "Norry," as we called the yard, had only two SW's that could M.U. In storage, a locomotive could be retrieved and run out and back if the terminal got desperately low on motive power, but 7093 was in regular, routine service—the last of an almost-extinct breed. Indeed, sister 7048 was enshrined in place of K4s 1361 at the Horse Shoe Curve, and 7006, unrebuilt, had just been placed in the Railroad Museum of Pennsylvania a few weeks earlier.

WITH lines of GP7's, GP9's, switchers, and even SD45's in the storage lines around the Conrail system, the 7093 theoretically was hot property. But unlike the last I1's and K4s's, this lonely dinosaur was plodding along unnoticed and unremarked, patiently awaiting her inevitable end. Only I seemed intent on following her to her grave. And she could only go on for so long. The crew said her fuel pumps were becoming increasingly cranky, and she was throwing oil.

On Valentine's Day, unable to spend the day with my love Linda in South Carolina, I spent the afternoon in pursuit of what she calls my "first love." After fighting snowdrifts and enduring hair-raising skids in pursuit of Conrail and D&H mainline freights, I rolled into Norry to find 7093 idling away with another regular, SW1200 9373. "Some things never change . . . " I crunched through knee-deep snow to photograph the pair with the roundhouse and twin water towers in the background, much as my predecessors might have done with steam here three decades earlier. Indeed, cinders still stained the snow on the roads.

How long could 7093 last? The answer was seven days. On the following Friday afternoon, I was just down the line in Sunbury on business when a headlight appeared in the north end of town. Like any good railfan, I paused for it even though I had no camera. Three B36-7's chugged past, towing a long mixture of freight . . . and then she appeared. Seven cars deep in the consist, 7093 rolled along, squealing slightly as though in a last protest. Panic struck me. By the time I could get to my camera and give chase, the train would be 50 miles away in Enola. I scribbled some notes and hightailed it at top speed to the Norry yard office to treat the lone official on hand to the sight of a maniacal, hyperactive man acting as if his train had been stolen. The only word the Conrail man had was that Enola had ordered the 7093 sent down immediately, as it had been "sold." To whom? A short line? A museum? A locomotive rebuilder? Naporano Iron & Metal, "scrapper of the stars"? Given 7093's mechanical flaws, the outlook was certainly bleak.

Correspondence with Conrail officials in Philadelphia would reveal that 7093 had not been sold, but stored with her sisters, first at Enola and later at East Altoona Storage Yard. The entire GP9 fleet was to remain in storage pending a traffic upsurge, sale, or scrapping, and CR planned to retire them soon. None were to enjoy the same fate of the 76 rebuilt into 1850 h.p. GP10's in the late 1970's. CR simply felt the GP9's were "technologically obsolete."

Meanwhile, the Selinsgrove local struggled on, with two SW's handling the PP&L coal and local freight, often in separate trips.

Somehow, it mattered not whether 7093 was the last of the PRR GP9's, or whether they would return. It was over for me. As I left the yard office with a heavy heart, I gazed out among the desolate remains of a once-great yard . . . and a railroad without GP9's. For the first time, I felt out of place among the steam-era buildings and older diesels. I realized that I am not of the first generation, but of a newer breed, the young guard.

And echoing in my head were the words of Linda: "I guess the only thing constant in life is change . . . "

POSTSCRIPT: And change begets change.

After 10 months of switchers on the local, a 1986 Christmas present appeared in the form of two Conrail GP10's. They still looked like high-hood GP9's. Nos. 7554 and 7557 rolled onto the line, smartly duplicating the appearance of the locals a year before. For the next few months, GP10's from Enola battled snowdrifts and the Clifford hill. The assignments of GP10's varied according to Enola's whimsy. Train-spotting from afar was never easier—no GP10 seemed to carry the same type of horns, even among those mounted in different directions on the same locomotive.

Once again, I slipped over roads and waded through drifts in pursuit of good photos. The GP10's' presence after the spring thaws alleviated my fears that, as heavier locomotives, they had been assigned only temporarily to buck snow. Indeed, a Conrail official confidently predicted that the three remaining switchers at Northumberland soon would be replaced by GP10's.

However, spring also brought the demolition of the last of the Pennsylvania structures at Norry—the roundhouse, water towers, oil house, and coaling tower. Also about this time, PP&L unit trains began running directly into the power plant, bypassing the Norry yards . . . and local locomotives. Soon after the last of the roundhouse was crumbled into the turntable pit in June, the coaling tower was dynamited into its own grave. The GP10's disappeared and EMD switchers took over again. All that remains of the Pennsy legacy at Northumberland is the station (now a restaurant), a water well shed, cinders, and the sealed-off underground access tunnel for railroad employees known as the "rat hole."

And the locomotives? The Enola diesel shop reported that the GP10's were needed elsewhere on the system; none have been retired. Meanwhile, 7094 still remains on the storage track at Enola along with two other GP9's, and 7093 has disappeared from the Conrail computer. The sea of faded blue at East Altoona is smaller now, and I expect the worst for my friend. Meanwhile, until the Selinsgrove line hosts the last SW9 or GP15 or whatever, I can only dream that the heavy EMD rumbles that pierce the night air across the river are the ghosts of the GP9's making a run on the Clifford hill. I

ALEXANDER D. MITCHELL IV ("SANDY"), 24, of Selinsgrove, Pa., lives in a house just a quarter-mile from the branch celebrated in his story. A member of Britain's Deltic Preservation Society, he proposes a similar one for the GP9.

PHOTO SECTION

PERHAPS no excursion of recent years has generated as many Christmas-card scenes as the October 20, 1984, annual Union Pacific outing to Laramie, Wyo., by Intermountain Chapter NRHS. Following a news photo, in whose caption we remarked about the holiday atmosphere made by the early-season snowfall [page 12, February 1985 TRAINS], no less than 11 cards with similar photos arrived that season [page 60, April 1985]. Yet two other stunning views of UP's big Challenger No. 3985 in action that day—minus "Christmas trees," admittedly—have resided quietly in file since then . . . presented on the cover and here, three film frames later from the motor-drive Nikon of Californian David R. Busse.

Rio Grande

Amtrak

SOUTHERN ILLINOIS doesn't get all that much snow, and the 8-mile Crab Orchard & Egyptian rarely strayed from its Monday-Wednesday-Friday schedule, so 2-8-0 17 heading west from Marion after a 4-inch snowfall on Saturday, January 5, 1985, was a double treat for the photographer. No. 17 has since been sold, replaced by SW1200's.

Scott Muskopf.

RIGHT: At Nevada, Mo., Katy agent Richard McCrery hung orders January 21, 1985, during the agency's last winter. With acquisition by Union Pacific on the horizon, 1987-1988 might be Katy's last winter.

PRECEDING PAGES: Public passenger train salutes private varnish at Winter Park, Colo., December 21, 1986, as Amtrak's westbound *California Zephyr* passes a special from Denver for Rio Grande owner Philip Anschutz: GP40-2's 3128/3118, steam car, observation *Colorado*, lounge *Utah* (ex-*Wilson McCarthy*), and business car *Kansas*. Greeting Amtrak is skier April Sherman, wife of photographer Chip Sherman.

Jerry Mart.

David Hurt.

SANTA CLAUS COMES BY TRAIN: Lack of snow in the Southeast is no cause to cancel Santa's arrival, so he traveled by train in at least two places in 1986. In Columbus, Miss., on December 21, he rode in on Gulf & Mississippi GP10 No. 8025. In Richmond, Va., a cherry-picker plucked him off the "North Pole Express" (Seaboard System's Hopewell Turn) at Main Street Station November 26.

Ralph Smith.

IN THE AFTERMATH of what folks hereabouts call the great 1983 blizzard, Conrail GP40-2 3283 makes like a snowplow with a westbound van (piggyback) train through Strafford, Pa., February 12. This is the heart of the Main Line, home to Philadelphia's elite, named for the Pennsylvania Railroad that first put down the tracks. The overhead catenary powers SEPTA commuter trains and Amtrak Philadelphia-Harrisburg locals.

COMING AND GOING at Newark, Del., on Amtrak's Northeast Corridor, a westbound Amfleet train zips past Davis Tower, under a street overpass due to be replaced, and past an eastbound Conrail freight standing along the Chrysler yard, into the sunset of January 14, 1985.

Larry A. DeYoung.

Both photos, Alexander D. Mitchell IV.

Surrey, on an evening before progress

FOR the moment, dwell on the frame depot at Surrey, N. Dak., in this Phil Belbin painting of the Great Northern on the eve of dieselization and streamlining. Dwaine D. Kauffman could see that station 1½ miles to the northwest over the fields of his Holstein farm, on which it now resides as a garage and shop. When Mr. Kauffman won an original Belbin work of his choice in the 1986 TRAINS Sweepstakes, his subject was Surrey . . . and the westbound *Empire Builder* behind an S-2 class 4-8-4.

On a snow-laden evening in Surrey then, First 1, Engine 2586, brakes for a 10:30 arrival, a night and a day out of Chicago on the long journey to Seattle and Portland. The jaunty juxtaposition of smokebox-mounted air compressors, 80-inch-diameter driving wheels, and Vanderbilt tender on the green-jacketed Class of 1930 Baldwin could only denote Big G, and the weather and the waiting 2-8-0 seal the identity of the scene.

Again for the moment, this moment, a pox on progress. They can dieselize every last rail route-mile in the Dakotas, and close and relocate the station at Surrey, and dissolve the name Great Northern, and Amtrak the *Empire Builder.* But they can't stay the artist's brush from recreating the railway the way Dwaine Kauffman remembered it—and surely Jim Hill intended it to be. They can't do that.—D.P.M.

AT 1:30 a.m., sky is not quite dark in Hay River, NWT, where Canadian Explorers' special has tied up. Katie S. Landrum photo.

The goal was Great Slave Lake—as far north as you can go

J. DAVID INGLES

"THE RAILROAD is there, so they might as well use it." In a town that sees one local freight a day six days a week at best, the remark was understandable, if not unexpected . . . and so simply profound that every special-train operator ought to present a framed copy of it to his favorite railroad man whose company "just can't run" a passenger extra. The speaker: a woman citizen of Rycroft, a village of 533 in west central Alberta, Canada. She and I were walking up the street paralleling the tracks from the local ballfield toward the main drag on the sunny Sunday afternoon of June 28, 1987. She was heading home, and I was bound for the local tourist bureau office in Northern Alberta Railways caboose 13006 mounted near the old station site. I had just finished explaining to her the colorful train of seven privately owned passenger cars parked to our left, a presence which had escaped most of the players and the few spectators at the slow-pitch softball tournament game between teams from Dawson Creek, B.C., and Rycroft. The train sat astraddle the switch where Canadian National's Grande Prairie Subdivision diverges from the Smoky Sub (all former NAR), and the passengers were finishing up an impromptu picnic lunch. Altogether, for those who looked north, it was a most improbable sight.

Although it carried a drumhead marked CANADIAN EXPLORERS, the train was officially unnamed; to CN Rail that day, it was Passenger Extra 5594 West. To those of us aboard, it was variously fantasy, hard work, a dream come true, a chance to ride rare mileage, a vacation, a study in human behavior, a $2950 dent in the bank accounts, two weeks of scenery, 72 rolls' worth of photo opportunities (for at least one rider, not yours truly), a re-creation of the past . . . or a combination of many, or all, of the above. To President Clark Johnson and Operations Manager Lisa Rozinski of sponsor High Iron Travel of Denver, it was mostly *r-e-l-i-e-f* that it was running.

The goal: the shore of Canada's Great Slave Lake, at the north end of CN's former division of that name, across the 60th parallel into the Northwest Territories (NWT's only railroad), as far north as you can go on contiguous, landborne rails on this continent.

The trip came within a few hours of not running, as CN approval and insurance obstacles became last-minute affairs. But after hundreds of phone calls and an emotional roller-coaster for the principals, the five cars migrated on Amtrak from Denver, Milwaukee, Los Angeles, St. Louis, and Charlotte [see page 54] to gather in the Chicago yard on Friday, June 19, 1987, to go west on the *Empire Builder*. Some passengers boarded in the Windy City, others up the line at St. Paul, Superior, Saskatoon, and Edmonton [map on page 55]. There were 67 of us, plus staff, on the delectable central segment, the entire western portion of the former NAR and all of CN's Great Slave Lake line.

See you tomorrow night

Friday, June 19: About the time

Da[illegible] driving up to [illegible]ir suburban Milwa[illegible]e home after visiting in Michigan, [illegible] leave work early to follow Amtrak 7 through town. A few of the faithful are dutifully holding down the rear platform of Clark Johnson's *Caritas* as they gaze upon our hazy city. As advertised, all five Canadian Explorers' cars bring up the rear of the *Builder*, with the bonus of Dick Horstmann's car Lehigh Valley 353—with a charter for Whitefish, Mont.—separating the High Iron cars from the Superliners.

Pokegama rendezvous

Saturday, June 20: Since Burlington Northern will not handle the passenger cars with people aboard, necessitating a St. Paul-Duluth chartered bus ride for Explorers already aboard, Dad and I fly to Duluth to join the trip. After Northwest's red-tailed jet-prop Convair 580 N2728R, as flight 1425 from Minneapolis-St. Paul, lands at Duluth, we meet friends John Arbuckle and Bill Farmer in the airport terminal as arranged, then come upon fellow Explorer Doug Long. John is a Kansan, Bill a Californian, and Doug an Ohioan, but the rendezvous is typical of the rare-mileage crowd: "I can't remember for sure, Doug, but I think the last place we bumped camera bags was on Bay Colony's West Hanover branch in Massachusetts last July."

Since all Twin Ports motels are booked owing to the Grandma's Marathon being run this weekend, our first night as Explorers is to be spent at Pokegama Yard (Poe-KEG-uh-muh) of the Duluth, Winnipeg & Pacific ["No More Duluth for DW&P," pages 16-17, March 1985 TRAINS]. First business for us: get into a rented auto and over to the south end of Superior, Wis., to check on the empty cars' progress. The BN operator at Saunders cabin confirms that BN freight 241, a DW&P run-through with the passenger cars up front, is an hour away. By 7 p.m., we are stationed at a high trestle south of nearby Boylston, and 241 makes an incongruous mixed-train sight as it rumbles across, the five PV's—shades drawn in vacant passage—tucked right behind the motive power . . . which is a lone Canadian National SD40, 5019. The steel trestle is the first of over a dozen impressive bridges that will fill our viewfinders this trip.

Across the border . . . three times

Sunday, June 21: "Since this is the DW&P, we ought to have a DW&P engine," someone muttered last night. It's obvious that CN 5019 will be our power, as she's the only Canadian unit in the engine terminal this gray, chilly morning. But lo, what is coming back to couple onto our consist, parked on a west lead from the shop, but *two* units: CN 5019 elephant-style behind DW&P 5904. "Deliver With Pride," says the road's play-on-initials slogan stenciled on the flanks of its eight ex-Grand Trunk Western SD40's. DW&P certainly has delivered—that muttering must have been directed to the proper party. Turns out this is only the first of many little details of accommodation to be accorded our group by the CN family.

To parent CN, DW&P (commonly, "the Peg") is the 165.5-mile Rainy Subdivision, named not for this morning's weather but for the river which forms the Ontario-Minnesota border from Rainy Lake northwest to Lake of the Woods. The river begins just east of Fort Frances-International Falls, twin border towns at the north end of the DW&P. The last available-to-anyone passenger train to traverse the entire Peg was the two-day Lake Superior Museum of Transportation excursion from Duluth Union Depot to Fort Frances, Ont., and return (it ran on Missabe Road from Virginia, Minn., back into Duluth) on August 7-8, 1976, a monumental 19-car train behind the unlikely diesel quartet of DW&P RS11 3605, Missabe Road SD9 129, and a borrowed BN F9B-A duo, 775/774.

Pokegama Yard didn't exist then. Today, after a 7 a.m. departure, we ride 9.4 miles of DM&IR track to the junction of Nopeming, Minn., before swinging over to DW&P's main line. Speed limit on unsignaled DW&P is 45 mph, and after a 5-hour, 47-minute trip up the railroad—including total interruptions of 1 hour, 5 minutes for (1) a photo stop/meet with a southbound at Britt siding, (2) a quick shopping stop for ice at Orr, and (3) a runby overlooking Ash Lake—we halt at the station in tiny Ranier, Minn., just south of the short international Rainy River bridge, for a U.S. Customs check. Our DW&P unit has cut off, likely to go south on the second or third freight of three being readied in the yard. Including five units at Pokegama, we have seen all eight DW&P SD40's, plus seven run-through CN sisters. (Since Twin Ports transfer activity has withered, the Peg's four ex-Rock Island GP38-2's have been returned to GTW, and single DW&P SD40's shuttle between Pokegama and Soo's Stinson and C&NW's Itasca yards.) We have also seen that Pokegama is *it* for Peg facilities—the railroad has all but abandoned its midpoint terminal of West Virginia, Minn.

Welcome to Canada. We clear the Fort Frances Customs check at 1439 (2:39 p.m.—we'll use the 24-hour clock, as CN does) for the 54-mile run to the town of Rainy River, a new crew, two more Customs checks, and entry back into the U.S. at Baudette for the 44-mile stint across the northern tip of Minnesota. Lake of the Woods prevents this line—now a welded-rail, CTC, high-capacity grain funnel for CN to the Lake Superior port of Thunder Bay (once upon a time, twin cities of Port Arthur and Fort William)—from remaining in Canada, and since we know a U.S. piece of track can't legally be Canadian National, we consult *Moody's Transportation Manual* to find out what this unremarked U.S. trackage might be. It's west of Grand Trunk Western . . . Grand Trunk Pacific, perhaps? Nope. Wrong predecessor. It was incorporated in 1899 and leased to Canadian Northern in 1901 as the Minnesota & Manitoba Railroad. Actually, I looked this up a decade ago when my wife Carol, I, and then fellow Kalmbach employee Mike Schafer rode the triweekly CN RDC duo from Thunder Bay to Winnipeg. I'd still like to see a model box car decorated with a CN maple-leaf emblem containing the words MINNESOTA & MANITOBA, something that probably never existed in 1:1 scale.

Welcome to Canada, again. Two more border-check stops at the adjacent highway Customs houses west of Warroad, Minn., and we're back in Canada to stay. Our Sprague Sub engineer, D. S. Favell, is making his last run, but we have to wait until Winnipeg to photograph the banner honoring his service draped across 5019's front handrails. That comes immediately upon our 2015 arrival at the VIA (CN) station.

TRAINS: J. David Ingles.

PHOTO RUN at Ash Lake: Frisco and New Haven cars, but a DW&P unit properly on front.

There is barely time to zip over into downtown for dinner with friends Bob and Judy Anderson of Hibbing, Minn., (visiting in Winnipeg for the weekend) before our scheduled 2135 departure.

To save cost, our Explorers cars will bring up the rear of VIA 3, the *Super Continental*, to Edmonton instead of traveling as a special over CN freight-only lines. Our cars have swollen the *Super* from 7 cars to 12, and upon boarding at Winnipeg, we find *Caritas* and *Strathcona Park*, the dome-observation car bringing up the rear of the *Canadian*, are adjacent. Up front, the two F's—rebuilt FP9 6306 and F9B 6607—rev us west into a 10 p.m. dusk. Unlike Amtrak's Superliner trains, VIA's *Super* has no evening movie, but no matter. In the dome of *Native Son*, we enjoy our own show—not the Northern Lights but a series of magnificent, horizon-filling prairie thunderstorms. Once we're through them, it's into the golden glow of an 11 p.m. sunset.

TRAINS: J. David Ingles.

SECOND impressive bridge: CN's over the Battle River west of Wainwright, Alta.

An elevator ride

Monday, June 22: The two F's have not struggled in propelling us through the night in a gradual climb across the High Plains. After a 22-minute train-servicing and leg-stretch stop at Saskatoon (with 133,750 people, Saskatchewan's second-largest city), we are out at 0731 CST, 56 minutes late, and it's time to beat the boarding VIA passengers forward for breakfast. Tomorrow out of Edmonton, we Explorers will have our own dining car. Before Winnipeg, we made do on the tables in *Pine Tree State* and *Native Son* (enjoying dome dining on the DW&P!), but today VIA is providing prompt, courteous service for us in ex-CP *Skyline* 500.

It's a day to enjoy the high speed of mainline passenger service, knowing we'll be in 30-mph territory (or less) beginning tomorrow. We now have native guides along, Explorers Mr. and Mrs. George Burton of Humboldt, Sask., and a couple of members of the recently formed Saskatchewan Railway Historical Society of Saskatoon, riding to Edmonton to visit with us and drum up support for the refurbishing of their Montreal switcher, CP 6568. Soon we glimpse a CP freight across the fields. Later, when we parallel CP's Wilkie Sub for several miles, there is, naturally, no CP activity.

VIA makes four stops between Saskatoon and Edmonton—Biggar, Unity, Wainwright, and Viking—and at the first and third, VIA has erected its version of an Amshack: a separate building next to the CN facility, but more winterproof than Amtrak's open-air bus shelters. "New York is big, but this is Biggar and better," or something like that, a billboard is purported to read as we leave this Saskatchewan town of 2491 population. Alas, the sign faces the road. We must be content to resume counting the colorful grain elevators gracing each town's sidings.

In Alberta, the community names are boldly proclaimed on the elevators, but our first stop inside the province is not at a town, just the siding of Greenshields. There sits a coal train whose crew ran out of time yesterday, and we stop by the two SD40-2's to detrain a deadheading crew to forward it west. Four miles beyond Wainwright is the second impressive bridge of the trip, CN's trestle over the Battle River.

Entering Edmonton from the east, VIA swings southwest off CN's freight main toward downtown and parallels the decade-old light-rail transit line past the football stadium and hockey coliseum. At an LRV station, we pass a two-car train, 1024-1023 (*darn*—missed by just three numbers!).

Welcome to Edmonton. Upon our 1345 rival at the VIA station, members of the NRHS British Columbia Chapter, owner of the car that will serve as our diner (and who will staff it), are on the platform dispensing smoked salmon snacks and champagne. Yes, the way to

High Iron chariots of the Canadian Explorers

From rear of train:

Caritas, rebuilt to business car configuration (4 bedrooms, master room, galley, dining/lounge area, open platform); lettered only with name, owned by High Iron Travel, Denver (Clark Johnson); ex-VIA 14-roomette, 4-bedroom sleeper *Churchill Falls*, ex-CN 2085 *Churchill Falls*, nee Frisco 1450 *Pierre Laclede* (Pullman-Standard, 1948); named for Latin term meaning charity (pronounced CARE-ih-tahss)

Minnesota River: 8 duplex-roomette, 6-roomette, 4-bedroom sleeper; lettered only with name, owned by Bob Bartholic, Denver; ex-Milwaukee Road 31, same name (P-S, 1954)

Native Son: dome-lounge; lettered "Golden Spike," owned by Dave Rohr, Los Angeles; ex-Union Pacific 9006 (American Car & Foundry, 1955, for *City of Portland*); left trip at Seattle; named for phrase in song "City of New Orleans"

Cimarron River: 14-roomette, 4-bedroom sleeper, rebuilt with 1 roomette removed for shower; lettered Frisco, owned by Meteor Rail, St. Louis (Tony Marchiando); ex-VIA 2105 *Rainbow Falls*, ex-CN 2105 *Rainbow Falls*, nee Frisco 1466 *Cimarron River* (P-S, 1948)

Pine Tree State: 6-bedroom lounge; lettered New Haven, owned by Piedmont Carolinas Chapter, NRHS (Charlotte, N.C.); ex-Amtrak 3212, ex-Penn Central 4435, nee New Haven 553, all same name (P-S, 1955)

Commonwealth: 12-section, 1-drawing room sleeper; lettered CRCS 1, owned by Colonist Railcar Society, Edmonton, Alta.; ex-Canadian Pacific *Tracy*, nee *Solsgirth*; (CP shops, 1931); operated Edmonton-Hay River-Vancouver

601, diner-lounge-observation, lettered "Observation," owned by British Columbia Chapter, NRHS; ex-Southern Pacific rules instruction car 112, nee SP observation-lounge 2914 (Pullman, 1930); operated Edmonton-Hay River-Vancouver

How the cars moved, and what pulled them (excluding switch moves):

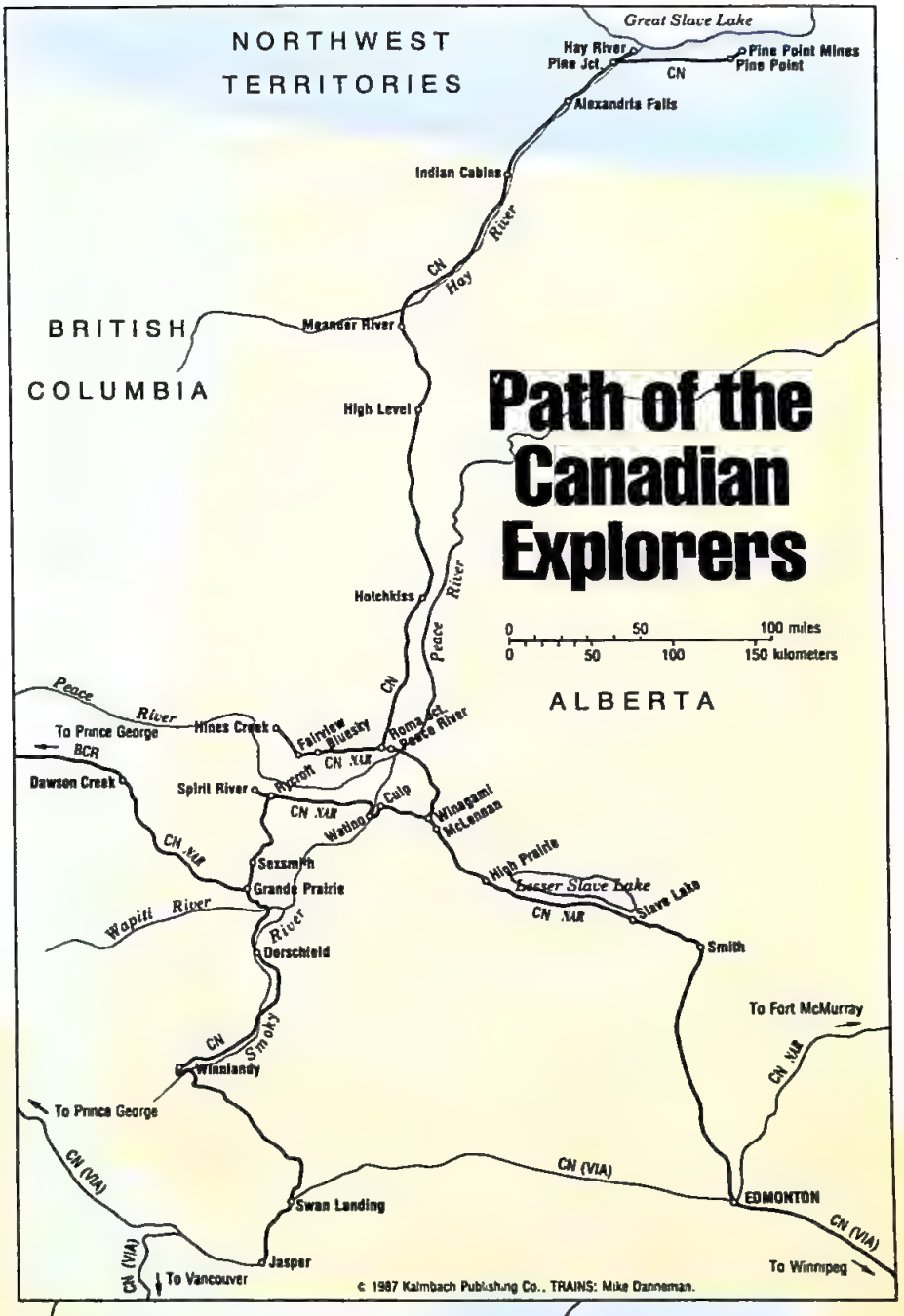
Chicago-Minneapolis, Amtrak 7, *Empire Builder*, F40PH's 340, 378
Minneapolis-Superior, BN freight 241, CN SD40 5019
Superior-Ranier, Minn.: DW&P passenger extra, DW&P SD40 5904, CN SD40 5019
Ranier-Winnipeg: CN passenger extra, CN SD40 5019
Winnipeg-Edmonton, VIA 3, *Super Continental*, FP9M 6306, F9B 6607
Edmonton-Hines Creek-Roma Junction, CN passenger extra, GP9U 4115
Roma Junction-Hay River-Jasper-Dawson Creek: CN passenger extra, GP38-2W 5594
Dawson Creek-Chetwynd: BC freight extra, RS18 602, C425 802
Chetwynd-North Vancouver: BC passenger extra, SD40-2 767
Vancouver-Seattle: BN freight
Seattle-Chicago: Amtrak 8, *Empire Builder*, F40PH's 385, 377

Expl[illegible]' hearts is [illegible]ugh their stomachs [illegible]camera bag[illegible]. To our right is a rail [illegible]traction—CN F7 9168 and the road's engineering test train: box car 15005 (ballasted with water, to test and monitor a load on the roadbed) and track geometry car 15003. Station activity with No. 3 includes setting out our cars onto the track holding our diner and a Pullman (for Canadian passengers, plus dorm space for the diner crew), and coupling the consist of No. 5, the *Skeena* for Prince Rupert, onto the rear of the *Super* . . . locomotive and all. This unconventional two-train lashup will separate at Jasper.

The rest of the day is free. On the itinerary for five of us: a rental van, local rail sights, and a visit to the West Edmonton Mall, largest in captivity.

To the Land of the Mighty Peace

Tuesday, June 23: A slight lurch wakes me. *Is this it?* Look at the watch. 7 a.m. *Yes!* We are under way. *What is our power?* Get dressed and get to a vestibule. There, rounding a curve toward CN's Calder shop in the bright morning sun, ahead of the two green cars which have made us a seven-car consist, is freshly scrubbed rebuilt GP9 4115. We pace a lone SD40 out from the shop for its morning constitutional, pass the Alberta Terminals elevators



TRAINS: J. David Ingles.

SPECTACULAR descent into Peace River, with enough light at 10:45 p.m. for photos.

which formed a photo background for us last night, and snake through the crossovers at Dunvegan Junction at 0723. Dunvegan Yard, where my only glimpse of the Northern Alberta took place nine years ago, now is full of stored cars. CN may call this the Westlock Sub, but in spirit it's the NAR.

Our 0700 departure was "on time," but Amtrak and VIA portions excepted, our train is a true Extra. Morning departures are scheduled in accordance with distance to be covered that day, but once on the road, it's strictly seat-of-the-pants to accommodate car-service, rail crew, and operations needs.

Breakfast is served with a liberal helping of GM 567. Car 601 is positioned open-platform-forward, and the picture windows give us better sight and sound of our locomotive than would a second-unit cab-ride. Meal service is quick and efficient (they're the only paid help aboard beyond the CN crew—car attendants are working for their fares), as it will remain. The car itself is perfect for this outing. It's an excursion veteran, of the *Okanagan Express* trips out of Vancouver on CP and CN in recent years, and the chapter plans a schedule of Vancouver-Jasper tourist cruises with this and other vintage cars under the name *Rocky Mountain Daylight*. Behind 601's galley is the dining area, with a player piano forward (it serves mostly as a counter, unfortunately, during this trip). The club has installed four rows of tables and chairs, taken from a CN diner it owns, in a 4-2 seating configuration; at the rear are 6 walkover seats which serve as a waiting area, with plants separating them. There isn't much waiting for Explorers, though, as most meals are set up in three sittings.

The Westlock Sub countryside is Midwest-style farm country, albeit far North Dakota. On the CN main, we might've counted grain elevators; up on the old NAR, it's just easier to count towns. The track is branch-line smooth, with a 35-mph maximum.

The scenery has changed to woods and the weather to overcast when we reach tiny Smith, first crew-change point, and from scanner conversations we know freight 418 is waiting impatiently for us. As soon as we clear the siding switch, 418's four units accelerate the mixed consist of loaded grain and empty tank cars onto the main. The likes of GP40's and SD40's are prohibited up here, and the units reflect the small B-B's that NAR ran: CN GP38's 5504 and 5510, and GP9's 4213 and 4609. The trailing unit is a treat—that's a CN number, but it's still in NAR colors and carrying the name *Fort McMurray*.

We're on the Slave Lake Sub now, named for the first sizeable town (3500) north of farm country and for the body of water we parallel for the next 55 miles. Although this 461-square-mile Lesser Slave Lake is only 1/24th the size of Great Slave Lake 400 miles to the north, it's big enough for the wind crossing it to generate whitecaps, and for us to feel chilled during our first photo stop, along the shore at Wagner.

Beyond the lake is one of several Alberta towns with delightfully descriptive names we'll encounter—High Prairie (pop. 2580). Twenty-eight miles farther is McLennan: home to 1176 people, division point, yard site, and car-service stop. Replenishing our water supply is a crucial concern in this big, freight-only land. Our McLennan stop consumes 88 minutes, more than enough to roam the terminal tracks among the 13 diesels on hand, undoubtedly the largest concentration we'll see anywhere up here. The diesel fans among

F7B, 9191, and a blind A, 9105) and GP9's, but my favorites are the 5700's. These numerals, once carried by CN's sleek bullet-nose 4-6-4's, have belonged to the only four SD38-2's on the system since CN's 1981 absorption of NAR. This quartet was purchased to navigate NAR's spectacular down-and-up crossing of the Peace River valley at the city of that name, and Richard Yaremko's photo of three of them aptly doing just that graced the centerspread of March 1982 TRAINS [pages 34-35]. Three are at McLennan today; on our return call four days hence, only two will be on hand, but one of them will be the one absent today. I can report that 5700 and 5703 are in CN colors, but that 5701 and 5702 still wear NAR paint . . . and names (they were *Rivers*: *Peace*, *Pembina*, *Athabasca*, and *Smoky*).

We depart McLennan at 2029, take a right at the junction of Winagami, and head for Hines Creek, end of the line for the Peace River Sub. At McLennan, with time and diesels available on the cloudy evening, I had inserted a roll of Kodachrome 200 into the Nikon F3, and it now pays off at Peace River. Although the sun made an appearance at Nampa (2149 hours), the horizon is full of clouds again as we ease down Judah hill into the valley at the confluence of the Smoky and the Peace. The sky is bright, so for the breathtaking panoramas the exposure is *f*2.8 at 1/60 of a second . . . this at 10:45 p.m.!

Now, as towns go up here in the self-proclaimed "Land of the Mighty Peace," namesake Peace River with 6355 souls qualifies as civilization. But it's still a bit disconcerting to look down streets in the light of dusk and see . . . *not a soul*. Naturally. Most of them undoubtedly are asleep for the night.

Across the 60th; but first, . . .

Wednesday, June 24: It is possible I am the first one up and about in the entirety of Hines Creek (I *am* the first to detrain), which means perhaps no one else has glimpsed the tranquility of this most unexpected, yet colorful, sight of sights parked at end-of-track in this village of 529. We're due out at 0700 again, so there is plenty of time for photos of each car, underbellies fully lit by the sun—still low at 0615—and of the 4115's CN Rail rebuilder's plate, which proclaims the work done at Pointe St. Charles shops in Montreal in December 1984 and carries over GMD serial No. A-1679. By the time I work back to *Caritas*, other passengers are about and the crew—including brakeman (that's her term) Diane Stout—is getting ready to wye the Geep. Every terminal and end-of-branch in these parts seems to boast a wye, a nod to plows in winter as much to Geep visibility, I suppose.

and have sun at 50's (Fahrenheit) at breakfast in 60's, now carrying the marks (yes, real oil ones). It's a pleasant way to view other villages in this northerly Kansas-like pocket of agriculture . . . places with prize-winning names like Fairview and Bluesky. At Roma Junction, Diane Stout handles the Great Slave Lake Division switch (no wye here) and we back into the yard, base of operations for what once was a CN line isolated from others by the half-owned NAR. The engine-service tracks hold no less than four of the dozen (5588-5599) wide-nose GP38-2's assigned up here, and there's another one inside the two-track shop building. The SW1200RS's that built the line are elsewhere, and the yellow-and-black GP9's with GREAT SLAVE LAKE DIVISION lettering that sustained it have long since been assimilated into CN's black-and-red fleet. Only the signs WEIGHT-RESTRICTED UNIT. FUEL NOZZLE WILL AUTOMATICALLY SHUT OFF AT 1650 GALLONS. DO NOT OVERRIDE tip off the 38's home (although this admonition is not restricted to these 12 units).

It's a good thing Roma Junction has some power, for 4115 has a bad governor. One of the north-facing home units, 5594, is extracted . . . the shiniest one of the bunch, it turns out. She'll be with us the rest of the way on CN. As Extra 5594 North (NAR is timetable east-west, but this line is north-south), we're now what we believe to be the first revenue passenger train out of Roma on the Great Slave Lake line—only occasional special business-car forays have preceeded us.

Some Explorers pictured the Great Slave Lake Division, now CN's Manning and Meander River Subs, as a boring expanse of flat land and scrub trees, reminiscent of lines to Churchill or Moosonee. Well, it's not exciting by D&RGW standards, or even N&W, but it does beat those other two northerly probes, and comes nowhere near permafrost. Punctuating the Manning Sub near Hotchkiss at Mileage 67 is an S-curve dip through the valley of the Meikle River, a Peace River system tributary, and a spectacular trestle across it that begins with a 6-degree right-hand curve. We conduct another photo stop [above right] . . . and celebrate with a trainside picnic lunch thereafter (this crew knows an easy way out of serving three sittings when it sees one). The mosquitos dine well, too. Ten of 'em would fill a grain hopper car.

Division point between the 35-mph Manning Sub and the 30-mph Meander River Sub is another award-winner in the town-name contest: High Level. This community of 3003 is also halfway point between Grimshaw, in the Peace River area, and Hay River on the Mackenzie Highway, which parallels the railroad. There isn't much for us to do during the 65-minute water stop except watch the smoke rise from the waste burner at the sawmill (reputed to be the largest in the province) and consider that a conversation among three passengers on a loading ramp might qualify as a high-level discussion.

TRAINS: J. David Ingles.

AFTER this Meikle River trestle photo stop, a picnic lunch. The mosquitos had one too.

Meander River itself, passed at 1934 hours, is a siding in the woods with a few unoccupied bunk cars. Two and a half hours later, at Mileage 300.5, we stop at another such siding, Spur RS-20. Those who are interested wade through the brush over to the parallel Mackenzie Highway to photograph the sign welcoming us to the Northwest Territories. I have crossed the 60th parallel by rail, but I have done it in my sleep, alas. This did save my skin—literally—from the marble-size mosquitos guarding the border.

By air to the capital

Thursday, June 25: We arrived, I'm told, at Hay River at 0055 hours, and *Cimarron River* attendant Katie Landrum immediately got to work making the photo on page 52. But aboard the *Minnesota River*, our arrival was made in blissful silence. I've always said there is nothing quieter, and hence harder to sleep on, than a railroad sleeping car that isn't moving. But for the second straight night when I've retired before we stopped, I've proved that isn't true. The *whoosh* of the air-conditioning and the whine of the fan are enough to keep the silence at bay.

It's a day of rest for the Explorers in this civilized outpost of 3268 people that serves as the land transport capital of NWT. CN brings in mainly fuel to be transloaded to barges to go across the lake and down the Mackenzie River; our train is parked on a port spur. Some Explorers will see Hay River old and new (a 1963 flood forced the town to rebuild south of the island on which we are parked, still the home to area industries, all port-related), some will do laundry, and some will fly to Yellowknife, mining center, largest city (9483), and capital of NWT. A bus-

plane combination (one each way) had been planned, but it's a 6-hour gravel-road ride around the lake, so a 51-minute flight each direction, although costlier, is much more welcome. Thirty-five of us choose to visit Yellowknife, which is 8 too many for the anticipated DC3 (*drats*); two loads in Carter Air Service's Twin Otter seaplane C-FMHR suffice very nicely. Great Slave Lake, at 10,980 square miles, is the fifth largest freshwater body on the continent (behind Lakes Superior, Huron, Michigan, and Great Bear); it's 298 miles east-to-west, and no slouch the other way, either—our northeasterly flight is 120 air-miles.

Yellowknife is a modern city reminiscent of Whitehorse, capital of Yukon Territory and north end of the 3-foot-gauge White Pass Route (currently moribund). Somewhat like Whitehorse (pop. 14,814) domiciles 64 per cent of Yukon's people, Yellowknife and Hay River account for 28 per cent of NWT's 45,741. Our city transport is a school bus piloted by congenial guide Gladys Eggenberg, who stops first so we can photograph the street sign on Ragged Ass Road, then shows us the city's gold mine (no tours) and territorial museum (which we do tour). We enjoy caribou burgers for lunch, and buy some of NWT's unique auto license plates, but I can't photograph the territorial capitol—the legislature meets upstairs in a six-story downtown office building, not at all photogenic. The license plates? They're in the shape of NWT's symbol, a polar bear, and have become a collectable item, so NWT makes more than will be issued and sells the surplus once they're out of date.

Back in Hay River after the Carter pilot buzzes our train for aerial photos before landing, 5594 backs our consist into the new town and parks on the main (no freights today—we've got the only crew on the Meander River Sub tied up) so we can walk over to the Ptarmigan Hotel for our Explorers Banquet. Yep, the main course is caribou! All of us receive a certificate recogniz-

TRAINS: J. David Ingles.

AT McLennan engine terminal, a vestige of the NAR on two of CN's four SD38-2's.

ing membership in the "North of '60 Chapter, Order of Arctic Adventurers." Sure, it's a tourist gimmick, but how many have earned it by rail!

Surviving in Pine Point

Friday, June 26: Although it's in a more-or-less straight line north from Roma Junction, Hay River isn't really as far north as you can go by rail up here. That distinction belongs to Pine Point, east and north on a 50-mile branch diverging from the spine at Pine Junction, 8.2 miles south of Hay River. Pine Point, a town of 1986 people seven years ago, is the site of the lead-zinc mine whose opening was the main reason the Great Slave Lake Division was built in the 1960's. Today, in our group's quest to Explore every mile of track possible, will be Pine Point day. Before we go, there is time for a walking tour of downtown Hay River, highlights of which are the 15-story apartment tower and two-story *purple* high school (when the new building was constructed, the students were allowed to vote on the color, and the choice, facetious or not, was honored).

After three days of 7 a.m. departures with 375 miles or more to go each day, today's 124-mile round trip allows a decent 10:37 a.m. departure . . . backwards as far as the junction, where we reverse direction for the ride up the scenically unremarkable Pine Point Sub.

We tour the town and mine in two shifts in a school bus, and it's a bittersweet visit, for the mine is closing. There remains a sense of humor, however—witness the hats reading I SURVIVED TILL JULY 1987, PINE POINT N.W.T. CN's lone crew north of High Level will continue its twice-a-week runs hauling out the stockpiled ore for a year or two, and then Hay River's fuel trade will be about the only rail traffic left. We're not the first revenue passenger train on the branch, by the way—Hay River *Hub* reporter Theresa Blais, covering our ride today, says CN sent coaches up here for a Hay River-Pine Point shuttle during the 1978 Arctic Winter Games.

Before reboarding, we make official group photos at the Pine Point signboard, and Marlene Oliver, a local citizen, offers the gift of a genuine, used NWT auto license plate to anyone. Within the hour, most roomettes and bedrooms have one posted on the windowsill, and observation 601 has a second "drumhead" reading 8-857. The last piece of unfinished business here: go north as far as we can by rail. The train backs up 2 miles, past the made-in-Milwaukee Bucyrus-Erie shovels we visited earlier by bus, into the mine grounds as far as possible.

Upon return to Hay River, we back up as far north as possible at the port before tying up. Roma-based CN trainmaster Jim Vena, our most-cordial host the past three days, is kind enough to show a few of us hard-core types the interior of his home-away-from-home, CN business caboose 70067, sort of an RV on flanged wheels. We also peek in the engine shed, a one-track house just long enough to shelter GP38-2W's 5591/5596—which means we've seen all the usual Great Slave Lake inhabitants but 5598.

I make a special effort to stay up

Bill Farmer.

SPECIAL backed up as far north as it could on Hay River trackage.

TRAINS: J. David Ingles.

BASEBALL crowd in Rycroft was oblivious, but one woman was not.

TRAINS: J. David Ingles.

SPINDLY LOOKING, remote Smoky River trestle on Alberta Resources Railway: more substantial, and larger, than it looks at first glance.

until midnight for non-tripod photos of the train parked on the main in town. This isn't quite far enough north to be the land of the midnight sun, but it's close. It never does get black dark, and at the stroke of 12 with Kodachrome 64 film, my exposure is *f*2 at 1/15 second.

Retracing our steps (I)

Saturday, June 26: The goal is McLennan once again, and most of us awaken long after our 0627 Hay River departure. To conserve time, planned photo stops at Alexandra Falls, the Alberta border, and the Hay River bridge at Mileage 234 are skipped. Awaiting us at High Level is northbound freight 875, in the charge of 5595 and 5597, from the Roma Junction collection on Wednesday; our Hay River crew will take it north immediately after we leave, which occurs at 1248 after a 30-minute water stop.

Another photo stop on the Meikle River trestle near Hotchkiss gives no sensation of repetition, since the south end of the structure is curved. During the 13-minute crew-change stop under overcast at Roma Junction, we say good-bye to Jim Vena and hello to

under cloudy skies, we pause briefly at the boarded-up depot (slated for civic refurbishing), then execute a photo stop on the same tributary trestle as the March 1982 TRAINS centerspread. Sadly, there is no way to duplicate that scene, because our train is heading in the opposite direction 10 hours later in the day. Further, it's next to impossible to show Peace River, city or stream, in our shot. We're finished at 2022.

At McLennan, 5594 pulls us right *through* the single-track diesel shop to set up for watering. There is just enough sun left at 2230 hours (10:30 p.m.) to light some of the 18 diesels, for those of us dedicated enough to take photos. And there are just enough units of interest, including the fourth SD38-2 and another F7, for us to do so.

Baseball and Resources

Sunday, June 27: Some uncertainty exists concerning today's route. We're bound for Grande Prairie on the old NAR Dawson Creek line, thence down something called the Alberta Resources Railway to Jasper, on the CN main line, for overnight. But CN does

out atop the Smoky River valley at Culp, 26 miles west of McLennan. Normally, the freights will drop all their cars at the last place of business each side of the bad spot (Girouxville and Watino) and run caboose-light in between, treading lightly across the washout area, which is shored up with poles driven into the downhill side of the right of way. The railroad promises to take our train across if feasible, but the engine will cut off and test the site under the roadmaster's watchful eye. If we can't negotiate it, we'll have a repeat run back to Edmonton, thence west on the main to Jasper, to resume the planned routing tomorrow morning.

Culp goes without a hitch. After stopping at 0828, an hour and 28 minutes out of McLennan, 5594 passes over the shored-up area and back, recouples, and we clear the site at 0844, proceed down into the Smoky valley (foggy this morning before Culp) and across an unimpressive trestle at Watino.

It's a nice, sunny, 25-mph day, broken up by the picnic lunch (and baseball tournament) at Rycroft, from which we pack up and depart at 1328. We're back in flatter farm country, and

D. R. Wilson. Don Jilson.

AS Explorers retraced steps north on Alberta Resources on June 29, local fans shot special on Wapiti River bridge (above); two days later on BCR, Deep Creek trestle at Hawks, B.C., was photo-run site.

allel chasing and videotaping. We've been warned to watch for a record number of grain elevators at Sexsmith, and there's a nice curve to count them as we swoop down on the town . . . *hmmm*, only 8 complexes with 17 silos—surely a mainline town somewhere in southern Alberta or Saskatchewan can top it.

Anyone who might have been to Grand Prairie in NAR days, even diesel times, wouldn't recognize it, I'm told. The NAR depot site and yard are gone, and CN uses a new yard to the southeast at the northern end of the Alberta Resources line. This unremarked railroad, built in the 1960's by the province for operation by CN to tap a coal mine at Winniandy, also provides a shortcut for Pacific-bound grain from this agricultural pocket of Alberta. This year, neither coal nor grain is moving in record tonnage, and freight operation averages triweekly for both commodities. It's as far north as the mainline SD40's venture hereabouts, and there's one trio outside the yard office, plus two sets of Geeps for the NAR-line locals. We diesel-watchers total up the units encountered north of Edmonton: 35.

The Resources is a lonely line, punctuated by two very high, red-painted steel trestles, one over the Wapiti River and one over the Smoky. At the latter, we conduct a photo stop [page 59]. Then it's gradually down to river level, and riverside running for 40-plus miles upstream to Winniandy, crew-change point and the only real civilization on the 233-mile line. To CN, this is the Grande Cache Sub, named for the community in which the coal-miners live. Since this is a modern mining installation, they had enough sense to build the town 14 miles south of the mine, so we don't see Grande Cache.

Upriver out of Winniandy at 2035, we cross the Smoky one last time, then ascend the east bank for an aerial view of the mine, and turn right into the wilderness toward Jasper.

Retracing our steps (II)

Monday, June 29: The CN main line is quiet, but there is ample time in Jasper to photograph the inhabitants of the engine terminal, including SD50F 5441, phone home and office, and stock up on film again before our 0950 departure. At Swan Landing, 36.3 miles east of Jasper, the Resources unobtrusively leaves from the last ladder track in the yard, strictly a hand-throw operation, and we're back into freight-only territory at 1106. It's said that we're only the second passenger move over the Resources, following a special move by George Pins with his Pennsylvania 120 and another private car 8 or 10 years ago. Before Winniandy, we pause only once, for photos at Mileage 70 at a two-trestle curve, leaving at 1339.

A Grande Prairie water stop of 41 minutes concludes at 2005, and we're on our last CN leg, and my last of the odyssey. Long into dusk, we stop atop the Toms Creek wooden trestle just for the view. We pull past the preserved NAR depot in Dawson Creek, B.C., at 2250 and crawl over to the British Columbia Railway interchange. I detrain for the TraveLodge and a Hertz car.

Epilogue

Tuesday, June 30: Three of us who can afford no more time away from work—I, John Arbuckle, and Dan Carter—hold off the BCR for a future trip, and John delights at driving the rented Chevy at 110 (that's km/h) down highway 2 back to Grande Prairie as we begin our escape. An Air BC Dash 8 (GE ain't the only one with 'em) and two Northwest DC9's will have us all home tonight. For me, it's been a memorable 3325 miles, much of it unique and probably unrepeatable.

For those on board, there remain three days of BC Rail hospitality, first behind Alcos 602 and 800 (actually, an MLW RS18 and an ex-EL Alco C425) on the Dawson Creek local freight, made into a mixed, to Chetwynd later today, then 659 mainline miles behind red-white-and-blue SD40-2 767, with an overnight at Williams Lake. There will be two more photo stops at high trestles, another that becomes a swim-in, and an inspection of two electrics.

After a bus-boat ride from Vancouver via Victoria to Seattle while BN is ferrying the cars in a freight, Amtrak will conclude the Explorers' journeys almost a week hence. On Monday, July 6, the *Empire Builder* is a full six hours late on the Explorers' last leg when I rescue Dad off the *Minnesota River* at the Milwaukee station at 7:20 p.m. I

Christmas on a caboose

IT was late Christmas Eve and snowing as we pulled our long Southern Pacific freight train out of Ogden. About 6 inches of fresh powder gave the landscape those soft contours only freshly fallen snow can sculpt.

As we passed from Utah into Nevada, visibility was reduced to zero by the wildly whirling flakes. From the caboose, the conductor and I hadn't been able to see any part of our train for over 30 miles, and traveling down the track at 70 mph made me uneasy. I felt relieved when the radio crackled to life and the dispatcher informed us that the train ahead had trouble. We would be held up while the problem was resolved. As we slowed, the swirling snow fell away and revealed a magnificent, clear, star-crammed sky. The train shuddered to a stop.

"My turn to go up the train," grunted the conductor as we shrugged into our coats. I grabbed a fistful of fusees and followed the track behind the caboose to make sure the train trailing ours left plenty of space between us. I lit a fusee and gave the stop sign; this was acknowledged by the whine of dynamic brakes and two toots of the approaching engine's whistle. I trudged back to the caboose. The stars were so bright and close that I felt as if I could scoop up a hatful. As I swung up the steps, I guessed the temperature to be about 20 below zero. I sat down at the bay window and glanced at my watch: 3 a.m. My thoughts traveled back 200 miles to Ogden. The five children would be getting Beth up soon, for it was Christmas morning. I felt very sorry for myself at that moment.

"HEY, in the caboose."

The voice was so unexpected, I nearly hopped out of my skin. "Hey, yourself," I said shakily as I jerked the door open.

The light streamed down over him. Double shoulder straps supported the pack on his back. His beard and eyebrows glistened white with frost. A knitted cap was pulled snugly over his ears, and his body was wrapped in an Army surplus coat. I stared.

"Excuse me, but I was wondering how long you are going to be stopped."

"About an hour," I said. "Come in out of the cold. Where are you riding?"

"Well, I got a nice warm nest about 10 cars up."

"How far are you traveling?"

"To the end of the snow."

"Can't fault you for that," I laughed.

Beth, the children, and I had had Christmas dinner early on Christmas Eve; for my lunch, she had duplicated the dinner in packs of aluminum foil and Tupperware. Since we were stopped, this seemed a good time to eat.

"This pack O.K. here?" he asked.

"Yes, fine, sit over by the stove and I'll fix us something to eat."

"Well, I'm not really hungry. You go ahead."

I put the gravy in a tin cup, placed it on top of the oil stove along with the foil packets of turkey, sage dressing, potatoes, and sweet potatoes, and turned down the heat. As I stirred this and that, the good smells wafted through the caboose. Unconsciously I began to whistle "Silent Night" between my teeth.

"Say, what is today, anyway?" asked the " 'bo."

"Partner, today is Christmas."

"I thought maybe it was something special from the looks of your food. Sure smells good."

"You're welcome to have some . . ." I knew why he was reluctant to join me.

SUDDENLY, he brightened. "I do have a can in my pack we could share." He scurried to his pack and returned, an apprehensive look on his face. "This is all I got, but I'd sure like to share it with you." He handed me a small can of pork and beans.

I knew it was more than just hunger that prompted his generous gesture to share all he had with me. With what I hoped was a steady voice, I said, "I'm a real bean fan; that's just what we need to round out this meal."

His features relaxed, and he smiled.

Plates on our laps, we ate facing each other.

He broke the silence and said huskily, "This is a real Christmas, isn't it?"

I just nodded.

Our meal finished, the 'bo headed for his nest.

The conductor swung aboard, and we were once again on our way west. "What's this?" he inquired.

I followed his pointing finger to the pork-and-bean can still sitting on the stove. "My Christmas dinner."

"Some Christmas dinner," he snorted.

"Yes," I thought, "a real Christmas dinner."

—NORMAN L. SEVY.

KALMBACH'S

RAILROAD BOOK MART

NEW LISTINGS!

The Beauty of Railroad Bridges — Richard J. Cook presents a 208-page, 300+ photo pictorial history of the railroad bridge in North America. Includes beautiful train scenes from B&O's historic Thomas Viaduct to BN's modern Latah Creek bridge in Spokane . . . . . **#24597 / $44.95**

B&O Steam Finale, Vol. 1 — This full-color, 120-page book presents a marvelous selection of William P. Price's photography of the B&O during its steam-to-diesel transition era. You'll find it all – from streamlined Pacifics to 2-10-2's to EM-1's, from EA's to Sharks . . . . . **#24593 / $32.50**

Echoes Down the Canyon: A Western Pacific Journal, 1968-1986 — The final years of the WP and its transition into UP are captured in the extraordinary photography of Ted Benson. Here, in 64 salon-quality pages, is a recollection of the Feather River Route . . . . . **#24602 / $24.95**

Erie Lackawanna Memories: The Final Years — This is a 128-page, all-color tribute to the Erie Lackawanna, as captured in the creative photography of Preston Cook. From Hoboken to Griffith, Ind., from Alcos to E units to U33C's, the EL is remembered . . . . . **#24605 / $35.95**

Monon: The Hoosier Line — Now there's an all-new, 200-page book that celebrates the CI&L, from 4-8-0's to red-and-gray streamliners to C420's! Gary and Stephen Dolzall place emphasis on the Monon's post-WWII era and offer immense photo coverage, including superb color . . **#24606 / $39.95**

Passenger Train Annual, 1987 — This popular annual from the publishers of Passenger Train Journal magazine is back again in a colorful 1987 edition. From pre-Amtrak to commuters, from today's Amtrak and VIA Rail to excursion steam, travel by rail is presented in 80 pages **#24596 / $15.95**

Rio Grande Narrow Gauge Recollections — John B. Norwood provides words and photographs (including color) that will take you trackside along the D&RGW's famed narrow gauge lines. In 272 pages, you'll witness all the charm of slim-gauge, steam railroading . . . . . **#24607 / $38.95**

Rio Grande: Ruler of the Rockies — The modern Rio Grande, a railroad of high-horsepower diesels, of coal trains and ski trains and the Zephyr, is traced by Rich Farewell in 176 pages and 192 photos. Follow D&RGW's mains from Moffat to Royal Gorge to Utah's desert . . . **#24603 / $34.95**

Southern: A Motive Power Pictorial, 1968-1982 — In rosters, diagrams, and photos (roster and action), this massive 238-page volume documents the diesel diversity of the Southern Railway System, from 44-tonners to SD45's. By Paul K. Withers and Tom L. Sink . . . . . **#24604 / $32.95**

Steam, Steel and Stars — Now O. Winston Link's acclaimed night photography of the Norfolk & Western in steam is available between hardcovers. This elegant, 12" x 11", 144-page book presents 90 of Link's diverse and riveting photos of N&W's giant Y's, J's, A's, K's, and more . . . . **#24608 / $35**

Adventures in Railroad Reading – from Kalmbach!

American Shortline Railway Guide (3rd Edition) is an up-to-date reference book featuring over 400 shortline railroads in the U. S. For each road listed, you'll find facts and figures that include a description and history, address, phone number, miles of road operated, radio frequency, enginehouse location, number of cars, and a detailed locomotive roster ..... **#01039 / $12.95**

Diesel Locomotive Rosters: U. S., Canada, Mexico (2nd Edition) has up-to-date rosters for more than 350 railroads. Includes Class 1's, short lines, and military units in 168 information-filled pages. This is your source of complete locomotive roster information that you won't find anywhere else. This guide makes it simple to identify all contemporary locomotives ..... **#01038 / $9.95**

Diesels from Eddystone: The Story of Baldwin Diesel Locomotives documents the 3209 diesels Baldwin built from 1925 to 1956. Here's the story of Baldwin and its diesels – from the first boxcabs and giant Centipedes to the Sharknose cabs and husky switchers and road-switchers. Includes an all-time production list. By Gary and Stephen Dolzall ..... **#01036 / $18.95**

The Historical Guide to North American Railroads documents 160 railroads that have become fallen flags since 1930. This valuable 376-page reference guide will provide you with information such as a concise history of the railroad, system map, important statistics, and pointers for further reading. Includes biographies of significant men in railroad history .... **#01037 / $20.95**

Integral Train Systems is the book by John G. Kneiling (P. E., Consulting Engineer) that today presents a vision of the railroad technology needed for the future. Kneiling explains in detail his proposal for a transport system based on cohesiveness of shipper, railroad, and consignee. Unit-train concepts serve an important role and are explained. Hardcover ..... **#01016 / $18.95**

MODEL RAILROADER Cyclopedia—Vol. 1: Steam Locomotives explains how steam locomotives work, then presents a superb variety of locomotives in detail-rich HO scale plans and hundreds of rare photos. More than 127 notable North American steam locomotives are presented in this 272-page reference book and model railroader's guide. Edited by Linn H. Westcott .. **#01001 / $33**

MODEL RAILROADER Cyclopedia—Vol. 2: Diesel Locomotives is a remarkable reference work on the North American diesel locomotive. In 160 large-format pages, this book includes HO scale plans and quality photographs of 70 notable diesel locomotive types. Turbine locomotives are also included, along with a primer on diesel operation and components ..... **#01033 / $22**

The Second Diesel Spotter's Guide is a comprehensive 460-page catalog of American diesel practice through 1973. Identifying features of past and present locomotives, production data, locomotive statistics, and 548 photos highlight this classic work by Jerry A. Pinkepank. Diesels built for railroads, industrial units, and repowered locomotives are included ..... **#01026 / $15.95**

The Train-Watcher's Guide to North American Railroads is a reference book and field guide to more than 140 railroads in the U. S., Canada, and Mexico! Information on each railroad includes a brief history, locations of major yards and shops, number of cars and locomotives employed, miles operated, radio frequencies used, and map. Includes more than 180 photos . **#01035 / $10.95**

The Virginian Railway is H. Reid's history of the railroad that lugged coal from West Virginia to tidewater. In 208 pages, this book recalls the men and motive power that molded the Virginian Railway from its birth to merger with the Norfolk & Western. A color fold-out map, historical chronology, pictorial supplement, and roster are included ..... **#01004 / $17.95**

OTHER POPULAR RAILROAD TITLES

Amtrak — In text and photos, here's a detailed 176-page chronicle of U. S. passenger service from the 1960's to present. Hardcover ..... **#24580 / $17.95**

Amtrak at Milepost 10 — Presenting a pictorial review of Amtrak's first decade. By Karl Zimmermann; preface by Kevin McKinney ..... **#24432 / $9.95**

B&O Power — The steam and diesel power of America's oldest common carrier, the Baltimore & Ohio. 352 pages and over 800 photos ..... **#24003 / $35**

Basic Steam Locomotive Maintenance — A 333-page nuts-and-bolts guide to railroad steam locomotives, locomotive components ..... **#24369 / $21.95**

By Rail to the Boardwalk — This 331-page volume is a definitive history of the Pennsylvania-Reading Seashore Lines and its predecessors ... **#24575 / $47.95**

The Canadian — All aboard for an odyssey on this legendary streamliner. Photos (including color), history, plans, timetables. 144 pages .... **#24578 / $45**

The Car and Locomotive Cyclopedia of American Practice, 1984 — This is the latest edition of the remarkable reference source ..... **#24525 / $69.95**

Central of Georgia Railway Album — In 144 pages and more than 450 photographs, here's a pictorial tribute to the Central of Georgia ... **#24584 / $19.95**

Chessie's Road — This updated edition of Charles W. Turner's classic includes new chapters on C&O locos, passenger equipment, and more **#24590 / $29.95**

Chicago's Passenger Trains — A gallery of Chicago passenger train portraits, 1956-1981. By photographer/author Robert P. Olmsted .... **#24523 / $28**

C&O Power — From 2-6-0's to 4-6-4's to 2-6+6-6's, the complete volume on locomotives of the Chesapeake & Ohio Railway ..... **#24009 / $35**

CZ: The Story of the California Zephyr — An account of the development and history of this famous CB&Q/D&RGW/WP passenger train . **#24526 / $11.95**

Daylight 4449's Family Album — A pictorial history of Southern Pacific GS-4 4449 and her kindred. Includes a roster; 112 pages ..... **#24519 / $16.95**

Days of the North Shore Line — The North Shore is recalled by George Campbell in 256 pages and 280 photos (including color) ..... **#24588 / $38**

Decade of the Trains, the 1940's — The late Don Ball, Jr., and Rogers E. M. Whitaker relive the 1940's in 287 pages. Soft-cover ..... **#24422 / $19.95**

Dinner in the Diner — Nearly 300 recipes from the galleys of 19 railroads, plus photographs of famous passenger trains ..... **#24018 / $15.95**

General Motors' F-units — From the FT to the FL9, here's Electro-Motive's famous F's in 80 pages of marvelous photos. Softcover ..... **#24486 / $9.95**

Greenberg's Repair & Operating Manual for Lionel Trains — Here are 736 pages of information from Lionel's Service Manual ..... **#24457 / $13.50**

Handy Railroad Atlas of the United States — Railroad maps with mileage, state-by-state, includes Amtrak's route system (1982) ..... **#24022 / $11.95**

I Remember Pennsy — Don Wood's photographic memories of the great Pennsylvania Railroad. 220 photos, 168 pages, color section ... **#24138 / $23.95**

Kinsey, Photographer – The Locomotive Portraits — In 144 large-format pages, here are finely reproduced photos of logging steam ... **#24592 / $40**

Maine Scenic Route — Here's the final word, in 230 pages, on the king of the Maine 2-footers, the Sandy River & Rangeley Lakes ..... **#24032 / $12.50**

Memories of the Boston and Maine — Henry Maywald recalls Boston & Maine's operations in 40 full-color pages ..... **#24550 / $13.98**

Modern American Locomotive: Construction and Operation — A fascinating reprint of the 1925 locomotive manual ..... **#24470 / $23.95**

100 Years of Steam Locomotives — 278 pages of steam builder photos and cutaway drawings; 0-4-0 to 4-8-4's to Big Boys ..... **#24431 / $27.95**

One Man's Locomotives — Vernon Smith's story of his railroad career, from firing steam to motive power chief of the Belt Railway of Chicago. **#24586 / $33.95**

The Pennsy Era on Long Island — Ron Ziel offers 116 pages and 200+ photographs that recall the era when PRR dominated LI ..... **#24589 / $22.95**

The Pennsylvania Railroad: The 1940's-1950's — Don Ball's landmark, 204-page, all-color tribute to the great Pennsylvania Railroad. ..... **#24581 / $45**

Pennsy Power — Classic photo and text coverage of PRR steam and electrics in 320 pages, with 700 photos. By Al Staufer ..... **#24045 / $35**

Pennsy Power II — 352 pages and 750 photos of Pennsy steam, electric, and diesel power. Text by expert Bert Pennypacker ..... **#24046 / $35**

Pere Marquette Power — The story of Pere Marquette steam and diesel motive power, presented by the C&O Historical Society ..... **#24570 / $23.95**

The Railroad Dictionary of Car and Locomotive Terms — A fascinating 168-page guide to the language of railroading ..... **#24424 / $9.95**

The Railroad – What It Is, What It Does — A detailed, 250-page introduction to railroad operation by John H. Armstrong ..... **#24467 / $21.95**

The Remarkable GG1 — From Pennsy No. 4800 to No. 4935 – here, in 72 pages, is the story of the greatest electric ..... **#24271 / $6.95**

Santa Fe Motive Power — Joe McMillan brings you 164 pages of data and photos on AT&SF's current diesel fleet. Includes cabooses ..... **#24566 / $39.95**

Santa Fe Streamliners — The glorious era of streamliners on the AT&SF returns in the 112 pages of this book by Karl Zimmermann .. **#24594 / $14.95**

Silver San Juan — The Rio Grande Southern's spectacular story in 643 pages, 500 vivid photos, seven color plates ..... **#24123 / $59.95**

Southern Pacific Review, 1983-1985 — A history of SP's Baldwin diesels, plus a photo roster of Espee's current diesel fleet ..... **#24573 / $18.95**

The Southern Railway System — From its first predecessors to the Norfolk Southern, the Southern Railway's story in 160 pages ..... **#24576 / $24.95**

Steam, Steel & Limiteds — This is William W. Kratville's classic 422-page history recalling the golden era of the passenger train .... **#24509 / $45**

Thoroughbreds — Al Staufer's 352-page tribute to the classic New York Central Hudson, many color illustrations ..... **#24176 / $35**

Those Amazing Cab Forwards — A comprehensive coverage of Southern Pacific's cab-ahead steam locomotives. 160 pages by G. H. Harlan **#24595 / $29.95**

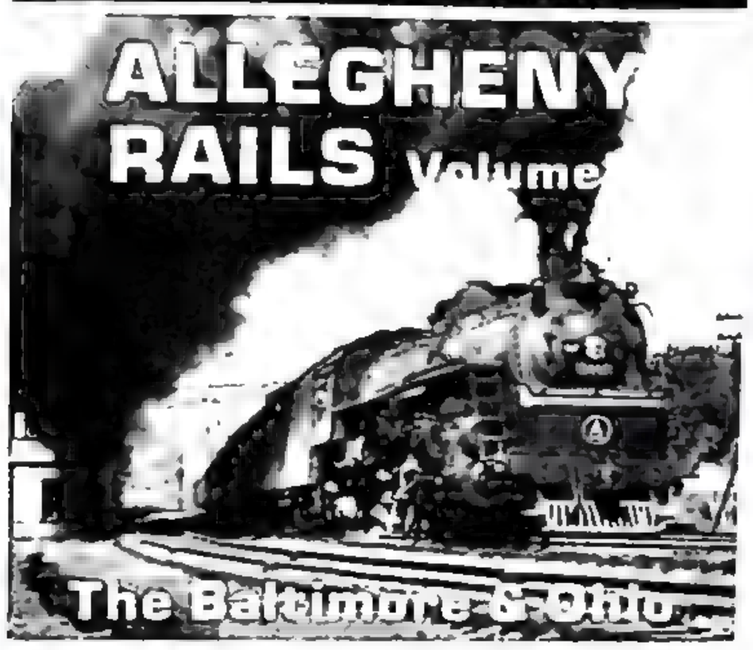
Trains of the Northeast Corridor — The trains of New Haven, Pennsy, Penn Central, Amtrak, and Conrail in 96 pages ..... **#24471 / $9.95**

Union Pacific Small Steam Power — UP steam, 1930-1957, from 0-6-0's to 4-8-4's is documented. By Emil Albrecht ..... **#24564 / $19.95**

Wabash — Follow the flag in this pictorial history of the Wabash. 320 pages, over 550 photos; locomotive, equipment rosters, diagrams ..... **#24518 / $38.95**

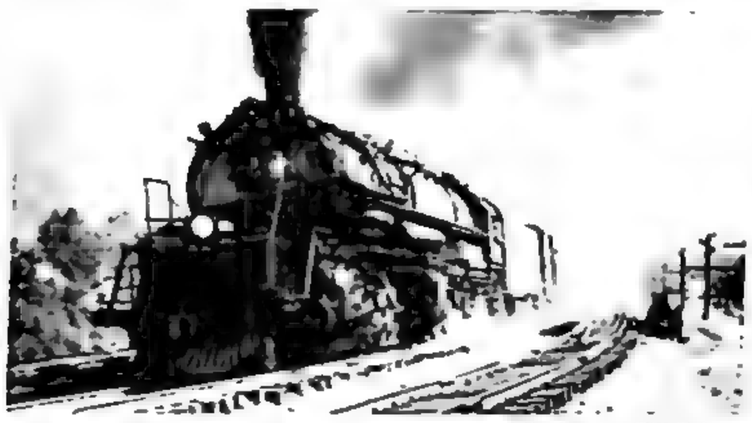
To order, use the Kalmbach order form bound in this magazine, or send to Kalmbach Publishing Co., 1027 N. 7th St., Milwaukee, WI 53233. Include for postage and handling: U. S., $1; foreign $1.50. Wisconsin residents add 5% sales tax.

FROM THE
WILLIAM P. PRICE
8mm FILM COLLECTION



Steam trains on the B&O still polished the rails through Cumberland, MD in the mid-fifties but diesels would soon bring the steam era to an end. Historian and lifetime resident of Cumberland, William P. Price, chronicled these times with still photographs that appear in numerous books and articles. Bill also made 8mm color movies while taking many of his famous photographs. This program features these films made in 1953 and 1954 . . . just as the steam engine had begun to fade from the Baltimore and Ohio's **ALLEGHENY RAILS.**

Filmed on the **Pittsburgh Division** over **Sand Patch Grade** and the **Cumberland Division's** west end, you'll see the "Big Six" 2-10-2, EM-1 2-8-8-4, P-1d 4-6-2, O1 ba 2-8-2, and the Alco FA. Passenger trains are seen including the "Washingtonian." Each scene is well documented with historical information provided by Harry Stegmaier and Bill Price. Narration by Rege Cordic. Presented with a musical background.
55 minutes **$49.95**



Photos by Bill Price

Watch For
ALLEGHENY RAILS
VOL. II: The Western Maryland

OTHER TITLES AVAILABLE

- ☐ **Challenger '82** - U.P. 3985 1982 Trips. 55 min **$49.95**
- ☐ **U.P. "Challenger" 3985** - 1981 Coverage. 55 min **39.95**
- ☐ **Diesels West** - U.P. D&RGW. Utah Rwy. 55 min **39.95**
- ☐ **Legend of the Rio Grande Zephyr** - 52 min **49.95**
- ☐ **Diesels on the U.P.** - DDA40X, SD-40, U30-C. 60 min .. **49.95**
- ☐ **Diesels on the Union Pacific...The Sequel** - 60 min **49.95**
- ☐ **Steam Over Sherman** - U.P. Steam in 50's. 55 min **49.95**
- ☐ **Rio Grande Of The Rockies** - '50's Std. & N.G. 59 min **49.95**
- ☐ **Excursion to the Thirties** - Rare 8mm Colo. N.G. 52 min ... **49.95**
- ☐ **Rio Grande N.G. In the Fifties** - 8mm N.G. 58 min **49.95**
- ☐ **A Forties Memory** - D&RGW, ATSF, S.P., RGS. 24 min **34.95**
- ☐ **Narrow Gauge Video Vignette** - Colo. N.G. 55 min **39.95**
- ☐ **D&RGW N.G. Frt. Trains** - 1967 (Silent). 60 min **49.95**
- ☐ **D&RGW N.G. Stock & Pass. Tr.** - 1967 (Silent). 60 min **49.95**
- ☐ **Rails Across The Summit** - Cumbres & Toltec. 28 min **34.95**
- ☐ **Doubleheader '83** - Cumbres & Toltec. 28 min **24.95**
- ☐ **Snow Train: Rio Grande's Ski Special** - F-9. 28 min ... **34.95**
- ☐ **The Sugar Cane Train** - Hawaii's 3 LK&P. 20 min **24.95**
- ☐ **Last Steamers of the C&S** - 1958 Std. Ga. 52 min **49.95**
- ☐ **Tehachapi Pt. I: The Santa Fe** - Diesel. 57 min **49.95**
- ☐ **Tehachapi Pt. II: The Southern Pacific** - 52 min **49.95**
- ☐ **The Rio Grande Today** - 2 Hr. Special. 120 min **59.95**
- ☐ **The Fifties Express** - Steam on 15 roads. 52 min **49.95**

SPECIFY VHS or BETA II • DEALERS WELCOME
Shipping & handling $2.50 (U.S. & Canada). Foreign $5.00

FREE DESCRIPTIVE BROCHURE
VB VIDEO PRODUCTIONS
VISA or MasterCard
(303) 770-8421
6447 S. Heritage Pl. W./Englewood, CO 80111

edited / NANCY L. BARTOL

TRAINS welcomes comments pro and con from its readers on railroad matters in or out of the magazine. Please keep letters brief, and address them to: Railway Post Office, TRAINS, 1027 N. Seventh St., Milwaukee, WI 53233. Communications cannot be acknowledged.

RAILWAY POST OFFICE

WHAT, NO ELECTRICS?

My vote for the favorite style of railroading ["Second Section," pages 61-66, September 1987 TRAINS] would have been for interurbans. My favorite location would have been under trolley wire. Your contest mentioned short lines, logging, narrow gauge, and passenger railroads, but not interurbans. Was this prejudice or simply an error of omission?

LARRY PLACHNO

Polo, Ill.

☐ *Omission. We'll count your, and any other, votes for electrified railroading.*—J.D.I.

OUTER LIMITS

Above is a Boundary Line (Manitoba) & St. Paul Railway Post Office mark. This southbound train ran on the St. Paul, Minneapolis & Manitoba Railroad, which was a predecessor of the Great Northern.

JOE FISHBEIN

St. Paul, Minn.

TURNTABLE ON TARGET

The June 1987 "TRAINS Turntable" on page 74 ["The Fear of Promotion"] was right on target, and I agree with everything that M. M. Rodenbucher said.

I've been a locomotive engineer for 20 years with the Penn Central and Burlington Northern and have seen what he describes, and I will sign my name to this.

AL KRUG

Sheridan, Wyo.

MICHIGAN MEMOS

I have enjoyed few articles more than Ron Cady's story "Michigan Metamorphosis" [pages 26-38, October 1987 TRAINS].

The statement that Niles-Benton Harbor was Michigan's only piece of the old Big Four overlooks the 40-plus miles of the old Cincinnati Northern, a single-track line extending from Carlisle Junction, O., north to Tower OD in Jackson, Mich., 203.9 miles.

This line had its genesis back in 1852 or 1853, but died in the Panic of 1857. It was reborn in 1881 as the Cincinnati, Van Wert & Michigan and in 1886 combined with the Jackson & Ohio to become the Cincinnati, Jackson & Mackinaw. In 1897-1898, the CJ&M passed to the Cincinnati Northern—

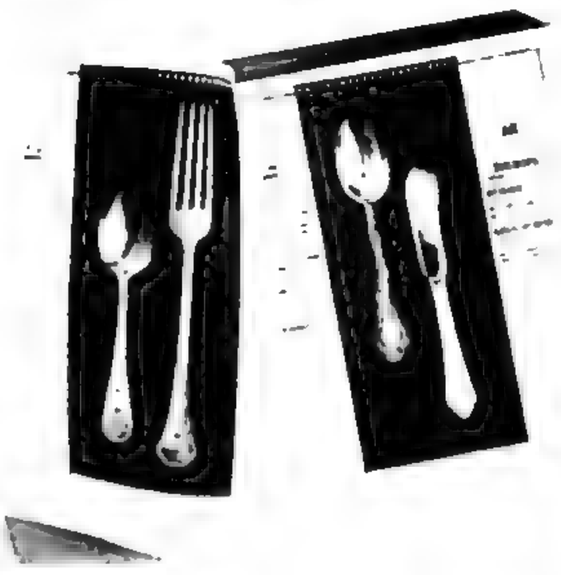
GET LOST, THIS CHRISTMAS,
IN A RAILROAD BOOK FROM M M BOOKS!
Order now, for yourself or that special someone!

KATY POWER Locomotives and Trains of the Missouri-Kansas-Texas Railroad 1912-1985 is Joe G. Collias' and Raymond B. George's system wide coverage of the "little giant of the southwest." In 272 pages you'll find motive power from 1912 to Katy's most modern diesels, exciting coverage of its race to build through Indian territory, full color section and 375 black and white photographs, and rosters, wrapped in a colorful dustjacket painting! $42 plus shipping - U.S. $2; foreign $4 (U.S. funds). MO residents add $2.40 tax. ISBN 0-9612366-1-2

FRISCO POWER Locomotives and Trains of the St. Louis-San Francisco Railway 1903-1953 was the second in a series of motive power books by Joe G. Collias that continues to delight readers with interesting coverage of the road's motive power including its famous E-unit passenger diesels named after noted racehorses. 320 pages with 400 photographs, tables and rosters. $38 plus shipping - U.S. $2; foreign $4 (U.S. funds). MO residents add $2.18 tax. ISBN 0-9612366-0-4.

Send check or money order to: M M BOOKS, P.O. BOX 29318, CRESTWOOD, MO 63126
Dealer inquiries invited

♦ SILVER AT YOUR SERVICE ♦



THE ULTIMATE RAILROAD FLATWARE GUIDE
by Art Dominy and Rudy A. Morgenfruh

Over 200 railroad flatware patterns pictured full size. Also foreign, tourist and souvenirs. 8½ x 11 hardcover, app. 190 pages. $32.50 + $2.50 shipping.

D & M Publishing

2060 Balboa, Del Mar, CA 92014 (CA residents add 6% tax), or 197 Melville Road, Huntington Station, NY 11746 (NY residents add 7% tax)

Books on the CHICAGO GREAT WESTERN

THE CHICAGO GREAT WESTERN IN MINNESOTA
CGW from beginning to the end including the famous branchlines, the Duluth Red Wing & Southern and the Winona & Southwestern, Minnesota's "mountain" railroad. With a rare action photo of the most famous CGW passenger train, the *Red Bird* 120 photos with 20 color photos including early diesels and depots. Hard cover. **$24.95.**

THE CORN BELT ROUTE
A History of the Chicago Great Western Railroad Company
A 225-page hard cover history of the CGW. The best feature of this book is its coverage of the financial dealings. Enjoyable well-written history of the popular CGW. 100 photos system maps, index, hard cover, etc. **$29.00.**

IOWA IN THE MERGER DECADE
A fine low cost soft cover book on the last years of the Chicago Great Western. In spite of the title the book includes many excellent photos of the CGW in both Minnesota and Illinois. Good winter action shots. **$9.95.**

Fine pencil drawings of Great Western depots. Each print is signed and numbered. Limited to 500 prints. Printed on high quality paper. 8" x 11" print size. $5.00 each.

Red Wing, Minnesota (largest CGW depot in Minnesota)
Fort Dodge, Iowa (unique 1903 station)
Dubuque, Iowa (classic 2-story brick station)
Vincent, Iowa (standard CGW depot)
Le Roy, Minnesota (wooden station with southern porch)

$1.00 postage per book.

RAILROAD BOOK NEWSLETTER
P.O. BOX 684 ANOKA, MN 55303
Guaranteed Satisfaction.

LOCOMOTIVE QUARTERLY

Volume XI No. 1

available late October

FEATURING

- Central of Georgia Locomotives
- Southern Pacific Heavy 4-6-2s
- Spokane's Motive Power Diversity
- The Photography of Paul Slager

100-plus Large Photos
and supporting text
in a book-quality,
ad-free Steam Journal

$10.00 per issue
($11.00 overseas)
$36.00 per 4-issue subscription
($40.00 overseas)
Metaphor, Dep't 1087- T
P.O. Box 383
Mount Vernon, NY 10552
or at your dealer

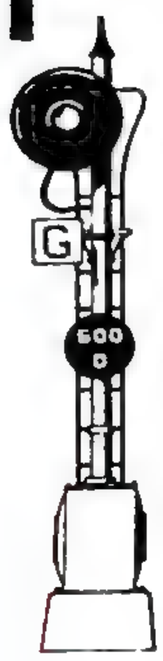
BEAUTIFUL OLD STYLE PASSENGER CARS

FOR SALE OR LEASE

We have five open window coaches and one open air / open platform observation car. **All five coaches** seat 76 persons each, and feature excellent six-wheel trucks with 2"+ wheels. All cars have exceptional car bodies with clean roofs, sides, vestibules and steps. Interiors are in immaculate condition with comfortable padded reclining seating. All windows were recently installed, and open up half way. Each car has two large bathrooms at either end of the car. **The unique open platform car** has very large rear windows and large side windows for open air viewing. The interior has bench type seating for the coach section with glass partitions, and the rear observation area of the car is open for entertaining or dining.

Contact us for complete specifications and prices.

FANTASIA TRAINS
PO Box 1199
Port Washington, NY 11050
516-883-1120



NEW!!
"inside"
pro railroading

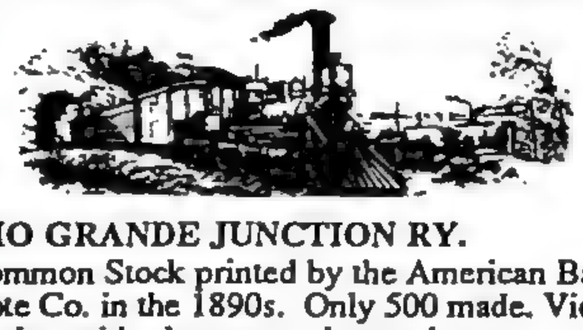
WHERE YOU LEARN TO HANDLE
THE MODERN FREIGHT TRAIN!
AND MUCH MORE

UNIQUE, MULTI-PAGE FORMAT

FREE BROCHURE

INSIDE PRO RAILROADING
16701 MAIN ST. SUITE 175
HESPERIA, CA 92345

Original
Stock Certificates from
Colorado Railroads



RIO GRANDE JUNCTION RY.
Common Stock printed by the American Bank Note Co. in the 1890s. Only 500 made. Violet border, with vignette as shown above.
Unissued and mint condition... $18
Same stock, issued and cancelled... $70

NORTHWESTERN TERMINAL RY.
Common Stock printed in 1900. Brown border, vignette of old time 4-6-0 passenger train (not shown).
Unissued and mint condition... $12

Please add $1.50 postage on orders under $30
10% off $100 or more

GRAYLAND STATION
P.O. BOX 31344
CHICAGO, IL 60631
Catalogue of all types of railroadiana sent with order, or send 3 stamps for the next 3 issues.

organized in 1894 as the Dayton & Cincinnati Terminal. In 1902, the Cincinnati Northern became the property of the Big Four.

In 1958 and 1959, this line still had considerable traffic into and out of the General Portland Cement Co. facilities at Cement City and Clay (Rollin), Mich., and North Paulding, O. It has since been abandoned.

ARTHUR L. FREYMAN
Clayton, Mo.

Since I live a stone's throw from Michigan, it was nice to see an article on one of my favorite weekend railfan stomping grounds.

One correction: John Bjorklund's cover shot showing an Ann Arbor train was taken on September 18, 1982, not December 17, 1978. How do I know? That's my green 1979 Chevy in front of the 393; my girlfriend (now my wife) and I were chasing that train. And, Michigan trees don't have leaves in December.

TERRY CHICWAK
Cleveland, O.

There was a small error on October's Michigan map [pages 30-31].

The original Fort Wayne & Jackson line from Bankers (not shown as a town, but it's the junction point visible south of Hillsdale) to Jonesville had been out of service but intact for many years when Hillsdale County Railway acquired salvage rights and ripped up the track, using the heavy rail on other parts of their railroad. One segment that was upgraded (presumably with that salvaged rail) was Hillsdale-Bankers (shown on the map as abandoned since 1958). So the track status indications for those two lines are swapped on the map.

CHARLES F. WILLER
Fort Wayne, Ind.

I noticed an omission from the Michigan map: the Soo Line branch from Rapid River

Continued on page 68B

CROSSTIES TO THE DEPOT VIRGINIA RR STATIONS
240 photos Many views with trains 56 pgs. **$9.95**
CROSSTIES THROUGH CAROLINA
NC RRs 1836-1910 103 photos History 88 pgs. **$9.95**
Add $1.35 shipping for each softcover book
NC residents add 3% State Sales Tax Check or Money Order to
GILBERT DESIGN, INC., P.O. BOX 31151, RALEIGH, NC 27622

CHARLY'S

SLIDES

35mm QUALITY
DUPLICATE SLIDES
Main Lines-Industrials-Trolleys
Short Lines-Old Time Steam
Send $2 for catalog
and 2 samples
160 Clark's Pike
Creighton, PA 15030
CHARLY'S SLIDES

Artlyn's Railroad Traveler
Bi-monthly newsletter with Northeast railfan events and articles.
$6.00 (6 issues) **sample $1.75**
Checks payable to (U.S. Funds):
Artlyn's Railroad Traveler
1278 Main St., Suite 123, Watertown, CT 06795

We are dealers for LGB, The Great Train, made in Germany by Lehman. Catalog and prices $5.54 plus $2 UPS.
The Depot Ltd.
R. R. #3, Sullivan, IL 61951
(800) 223-3768

Baldwin 5 Chime
STEAM WHISTLE
Beautiful, quality-made, aluminum whistles with authentic locomotive sounds. $22.50
Solid Brass for models and saltwater boats $57.50
Use your Visa or MasterCard. Payment required prior to shipment. Illinois residents add 6.25% sales tax. Add $1.50 UPS charge. Write for free catalog.

The Depot of Sullivan
Dept. TR, Sullivan, IL 61951 (800) 223-3768

READY TO SHIP!

The 1988 Santa Fe Color Calendar

$8.95 postpaid

VISA MasterCard

Brighten your walls with McMillan Publications' 1988 Santa Fe Calendar, with 14 splendid photos, all in COLOR. The 1988 edition features a variety of scenes, all diesel, from all corners of the Santa Fe system—from PA's and F-units to contemporary motive power. High-quality paper and printing; unfolds to 14 x 22 inches.

Pentrex

Now, McMillan Publications offers famous Pentrex railroad videos, including the newest release CAJON PASS AND TEHACHAPI LOOP. Check our prices for Pentrex tapes—they're the lowest around.

ENCORE! Our most demanded reprint, MILWAUKEE RAILS, is available again. $30.95 postpaid.

WRITE FOR OUR FREE CATALOG SHOWING ALL OUR BOOKS AND VIDEOS

CREDIT CARD ORDERS CALL TOLL-FREE:
1-800-634-1106 (outside Illinois only)

Illinois residents add 6¼% sales tax. Sorry—no C.O.D.'s

ORDER FROM:

McMillan Publications
2921 Two Paths Drive
Woodridge, IL 60517-4512

HISTORIC
RAILROAD
ENGRAVING ART

Authentic turn of the century art by master engravers depicting charming scenes of American railroading. Wonderful for the den or hobby room. Six large 17×25 poster size prints reproduced from the old original engravings on the finest quality paper each in a different color.

DANBURY AND NORWALK R.R.
CHICAGO AND EASTERN ILLINOIS R.R.
DENVER AND RIO GRANDE WESTERN R.R.
CHICAGO BURLINGTON AND QUINCY R.R.
NEW YORK, NEW HAVEN AND HARTFORD R.R. (STEAM)
NEW YORK, NEW HAVEN AND HARTFORD R.R. (ELECTRIFIED)

Your choice $7.95 each postpaid or all six for only $29.95 postpaid
Check or Money Order to DON RAND
163 MAIN ST. THOMASTON, MAINE 04861

Railfare Christmas Clearance Sale

Save 50% or more on most items.

Deduct further 25% from special prices for US funds.

As a result of reviewing our inventory and warehouse space, most of Railfare's earlier publications are now offered at savings of 50% or more. This is to make room for other new books coming down the track.

All items are in first-class condition, carrying Railfare's full guarantee. But the prices are reduced to move them out – so at these prices, you'd better act quickly! When they're gone, they're gone! And quantities of many titles are already in very short supply.

Mailing charges to North America are included for this special sale. So even if you already have these books, how about gifts for friends?

Group I: Steam and Station Books

Buy $25 of these books ..... and get your choice of one free:

Item	Title	Reg.	Special
B-5	Mount Royal Tunnel	$ 4.95	$ 2.50
B-26	The White Plume	16.95	7.95
B-28	Canadian National's Western Depots	19.95	9.95
B-34	Canadian Pacific Steam Locomotives	64.95	64.95
B-34CM	Canadian Pacific Steam Locomotives: Deluxe Edition	250.00	195.00
B-37	Railways of Southern Quebec, Vol. I	16.95	9.95
B-39	Railways of Southern Quebec, Vol. II	17.95	9.95
B-40	A Century of Deluxe Railway Cars in Canada	16.95	9.95
B-43	The Grand Trunk in New England	29.95	29.95
B-45	CPR Diagrams and Data (Steam Locomotives)	9.95	8.95
BX-406	Pictorial History British Columbia Railroading	19.95	9.95
BX-408	Desperate Venture (Central Ontario Rwy.)	24.95	12.95
BX-413	Locomotives of Grand Trunk Rwy. (RR Hist. 147)	9.95	7.95
BX-416	American Locomotive Builders	12.95	4.95
BX-435	Pacific Great Eastern Railway Steam Locomotives	10.95	5.95
BX-439	Canadian Trackside Guide (1986 edition)	9.95	6.95
B-652A	CPR Dining Car Cook Book	6.95	4.95
B-652B	Brockville & Ottawa Rule Book	Set of two	

Group I – FREE

Item	Title	Reg.	Special
B-26	The White Plume	$ 16.95	$ 7.95
B-45	CPR Diagrams and Data (Steam Locomotives)	9.95	8.95
BX-407	Scenic Rail Guide to Western Canada	8.95	5.95
BX-421	EAST: Scenic Rail Guide Central, Atlantic Canada	8.95	5.95
D-302	Canadian Locomotive Lithos Folkins *(set of ten)*	9.95	4.95
D-658	CNR Motive Power — Locofolio	5.95	2.95

OR: your choice of any one "Photopak" Photo/Diagram set free:

"Photopak" photo/diagram sets contain 4 glossy 8 x 10 photos of one locomotive class, plus a diagram sheet and technical information, all in an attractive folder. Regularly $6.50 per set, you can have one free with $25 order of books at left, or purchase any "Photopak" for $3 — that's less than half price. Limited quantities. While they last!

Item	Title	Reg.	Special
PP-3	CNR K-5 4-6-4s	$ 6.50	$ 3.00
PP-5	CNR U-2 No. 6218	6.50	3.00
PP-7	CNR J-4 4-6-2s	6.50	3.00
PP-8	CPR N-2 2-8-0s	6.50	3.00
PP-11	CPR P-1 2-8-2s	6.50	3.00
PP-12	CNR T-4 2-10-2s	6.50	3.00
PP-21	CNR, CPR 4-6-4Ts	6.50	3.00
PP-25	CNR K-3 4-6-2s	6.50	3.00
PP-27	CNR T-2 2-10-2s	6.50	3.00
PP-29	CNR S-1 2-8-2s	6.50	3.00
PP-37	NYC J-1 4-6-4s	6.50	3.00
PP-39	PRR G-G-1 Electric	6.50	3.00
PP-40	ALCO PA-1, PA-2 Diesel Electric	6.50	3.00

Group II: Electric / Traction Books

Buy any one of these electric railway books..

Item	Title	Reg.	Special
B-27	Traction on The Grand	$ 9.95	$ 8.95
B-31	Winnipeg's Electric Transit	29.95	24.95
B-33	Edmonton's Electric Transit	29.95	24.95
B-36	No Horsecars in Paradise (Victoria, B.C.)	14.95	8.95
BX-934	Mind the Doors Please (Toronto)	19.95	14.95
BX-945	PCC — The Car that Fought Back	39.95	34.95
BX-947	PCC — From Coast to Coast	52.95	49.95

..... and get ALL of these books FREE:

Item	Title	Reg.	Special
B-10	Development of the Streetcar	$ 3.95	$ 2.95
B-11	Some Early Traction History	2.50	1.50
B-14	The Electric Locomotive	3.50	2.50
B-15	Streetcar Overhead Construction	2.95	1.95
B-16	Building an Electric Railway	2.50	1.50

All 5 books FREE with purchase of ANY Group II book above.

Group III: Railway and Automobile Art

Beautiful railway or automobile artwork. Savings of up to 50% or more!

Item	Title	Reg.	Special
D-1	Track-laying — CPR Rogers Pass	$ 5.95	$ 2.50
D-2	Canadian National No. 6065 Lithograph	set of	set of
D-3	"Nfld. Ry. Overland" Lithograph	three	three
D-5	CPR Locomotive Kit Series 100	4.95	2.95
D-8	CPR Locomotive Kit Series 102	4.95	2.95
D-9	CPR Locomotive Kit Series 103	4.95	2.95
D-302	Canadian Locomotive Lithos Folkins *(set of ten)*	9.95	4.95
D-303	Classic Era Auto Lithos *(set of twelve)*	4.95	2.95
D-304	Checkered Flag Auto Lithos *(set of six)*	4.95	2.95
D-405	Canadian Iron Horse Lithos *(set of seven)*	42.00	29.95
D-658	CNR Motive Power — Locofolio	5.95	2.95

How to order your books:

Send check or money order in US funds. To USA, deduct 25% from Cdn $ prices shown. Canadian funds to Canadian addresses only.

Special prices shown include shipping, handling, cartoning in Canada, USA. Outside North America, send Cdn $ and add 25% to cover additonal shipping costs.

Ontario residents: add 7% sales tax to "artwork" and "Photopak" items.

Minimum order: $25.00. Prices, special free offers subject to change and to limited quantities in stock.

Unconditional guarantee: you must be satisfied or your money back!

Dealers: write for prices on bulk quantities of sale items.

Note that shipping charges are included to Canadian and USA addresses.

Railfare

Railfare Telephone Message Center: 514-458-2384

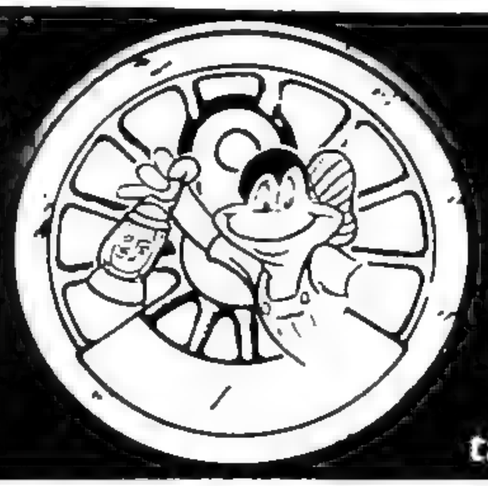
Please note our new address. (All orders sent to previous address will be forwarded and handled).

Railfare Enterprises Limited, Box 97,
Hawkesbury, Ontario, Canada. K6A 2R4

Railfare Enterprises, Limited Box A-248,
Hanover, New Hampshire. 03755

GREEN FROG PRODUCTIONS, LTD.

950 Bream Court, Marietta, GA 30068 (404) 971-7622



THE FROG PRESENTS THREE *NEW* VIDEO TAPES!

The Frog has *three NEW* video tapes just in time for the holidays.

THE CHAMA TURN

An ALL NEW film from Emery Gulash . . . voted the best narrow gauge film ever seen by those who viewed it at the recent National Narrow Gauge Convention in Pasadena, California.

This 60 MINUTE film captures all the breath and life of narrow gauge. Filmed on the Rio Grande in the 60's by famed photographer Emery Gulash, "Chama Turn" will thrill ANY railfan. Emery Gulash's keen eye for composition, plus his patience to wait for just the right shot contribute amazingly to this film.

SYNCED STEREO sound by Green Frog add to an already superior production. We have enhanced the film with synchronized STEREO sound from our vast library of narrow gauge sounds. The great majority of those who viewed the film at Pasadena were convinced the sound was ACTUALLY RECORDED LIVE!

60 minutes ONLY $54.95 + $2.50 for FIRST CLASS shipping.

RAILS CHICAGO

In 1987, Green Frog spent considerable time in the Chicago area and captured the excitement of railroading in one of the largest rail hubs of the country.

The Frog now brings you 12 different railroads, and many, many run-bys, in this spectacular production of the rail hub of the mid-west.

Railroads presented are: EJ&E, Indiana Harbor Belt, Conrail, Illinois Central, Norfolk and Western, Chessie System, South Shore, Santa Fe, Amtrack, Grand Trunk, Chicago & North Western and CB&Q.

With exquisite STEREO sound, professionally taped by Green Frog, you won't want to miss this extremely fast-paced tape!

56 minutes ONLY $49.95 + $2.50 for FIRST CLASS shipping.

RAILS CANADA

In 1987, Green Frog traveled to Canada in the company of famed photographer, Emery Gulash. We chased both the Canadian Pacific and Canadian National through the Eastern parts of Canada.

Here railroading can be found more exciting than many parts of the US. You will be amazed at the frequency of both freights and passenger trains as they fly across the countryside.

Many diesels no longer in service in the US remain the mainstay of Canadian railroads. If you hanker for the good ole' days here in the states, your pulse will come alive after viewing this quick, moving production.

Taped by Green Frog with marvelous STEREO sound, fast-paced action and a tremendous number of run-bys—you won't want to miss this one!

25 minutes ONLY $24.95 + $2.50 for FIRST CLASS shipping.

All tapes in VHS or BETA with HQ video and Hi-Fi STEREO sound!

Green Frog uses the latest 3-tube PROFESSIONAL cameras and ¾" recorders. Our wholly owned studio allows us to produce very high quality, crisp, sharp videos. We don't use "home video" equipment with resultant poor image and sound quality. Our master tapes are duplicated from 1" masters to assure you of the best value for your dollar.

VISA MASTERCARD

Write for our FREE catalogue with a complete description of our 20 video and audio tapes.

Dealer Inquiries Invited

1988 ALL PENNSY CALENDAR

Since 1966, the All Pennsy Calendar has presented quality and unique photos around the Keystone System. For 1988 we feature not one but two photos of famous K4 1361. The January page, in full color, presents 1361 as seen in 1987. The second photo, taken in 1941, shows the locomotive on a passenger train. The balance of the 16 x 22 All Pennsy Calendar is rounded out with the usual outstanding steam, diesel and electric photos printed on pebble grain paper.

$6.25

Also available are 1987 All Pennsy Calendars. All different photos. **Reduced to $3.00**

1988 COLOR CALENDARS

Once again we present our popular All Color Appointment Calendars. For 1988 we offer two different calendars featuring thirteen all new 8½ x 11 photos per calendar. Calendars open flat to 11 x 17 with a plastic binding. Room for memos.

1988 RAILROAD CALENDAR

Steam scenes on the Milwaukee, Rio Grande, Maine Central, Jersey Central and Central Vermont; diesel scenes showing Western Pacific, Santa Fe, Conrail, P&LE and NYS&W are some of the railroad scenes from around the U.S.A.

$6.75

1988 NEW YORK CENTRAL

Steam, diesel and electric scenes along the "Water Level Route" include Hudsons, Pacifics, Niagara and 0-8-0 steam locomotives; E8, F3's, Sharknose and U-Boat diesels and a T-motor electric. Featured in action and portrait. **$6.75**

Also available are Railroad Calendars from the following past years; 1983, 1984, 1986 and 1987, New York Central Calendars from 1985 and 1986 and Passenger Train Calendars from 1986 and 1987. **Reduced to $3.00 each**

THE UNIQUE NEW YORK & LONG BRANCH

A history in text and pictures of this thirty-nine mile New Jersey road. An 8½ x 11 hard cover book with over 330 photographs in 240 pages. Full color dust jacket. **$25.95**

I REMEMBER PENNSY

A quality pictorial that captures steam, diesel and electric railroading keystone style during the transition years. Over 220 photographs printed on quality paper for superb photo reproduction, this is a deluxe bound 8½ x 11 hard cover book with 168 pages, four in full color and color dust jacket. **$23.95**

Our complete line of Christmas cards, books, calendars, slide sets, post cards, and video tapes are described in our 1988 catalog. Send $1.00 for your copy.

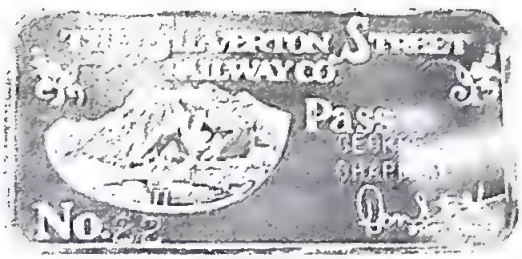
At dealers nationwide. Or order direct. Minimum order is $5.00. All items shipped post paid in U.S.A. Foreign customers add 10%. New York residents must add sales tax.

Audio-Visual Designs

P.O. BOX 24, FARLTON, N.Y. 12074-0024

A Superb Christmas Gift! $139

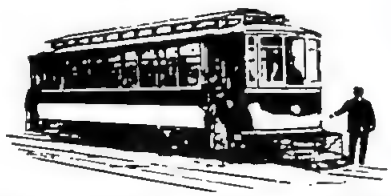
The Silverton Street Railway is proud to present a limited number of beautiful, solid silver (2 oz. .999 pure) lifetime passes to the world's highest trolley line, located in spectacular Silverton, Colorado. Each pass is numbered and engraved with the owner's name.



As the years pass, this useful piece of precious metal artwork will increase in value, and of course can be used limitlessly.

First cars to be in operation by summer 1988

VISA



The Silverton Street Railway Co., Inc.

P.O. Box 780, Silverton, Colorado 81433 303-259-2884

Continuing our series of **accurate, carefully researched** and **detailed** pictorial reviews of Canada s railways, we are pleased to announce that the following are now available:

CANADIAN PACIFIC IN ALBERTA AND SASKATCHEWAN
by Charles Bohl and Les Kozma

This work covers the Canadian Pacific in the western prairies from its earliest days to the present. There is a detailed photograph of a 1906 steam shovel and also one of a 1903 rotary snowplow. Steam and diesel-electric locomotives of various types are illustrated and, while there is not the majestic scenery of the mountains, we believe that railwaying on the prairies has an aura all of its own. **$6.00 including postage.**

CANADIAN PACIFIC'S ELECTRIC LINES
by George Roth and William Clack

One of Canadian Pacific's "best kept secrets" is that it operated an interurban system in southwestern Ontario. This 32 page book covers all aspects of the system from its inception as an urban traction system in 1894, through its development and modernization to its final conversion to diesel-electric power in 1961. **$7.00 including postage.**

CANADIAN NATIONAL AND CANADIAN PACIFIC IN NORTHERN ONTARIO (Volume Two)
by Dale Wilson and Gordon Jomini

Through the rocks, lakes, streams and trees of northern Ontario, the authors follow both of Canada's major railways. The work contains a mix of steam and diesel-electric power and, as with all BRMNA works, has extensive captions describing fully each illustration. **$6.00 including postage.**

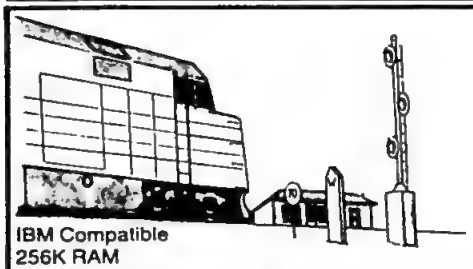
PACIFIC GREAT EASTERN RAILWAY (Volume Two)
by Timothy Horton

To celebrate the British Columbia Railway s 75th anniversary, we are publishing the second work in this series. This volume completes the story of the line up to the early 1970s. It will be followed by **The British Columbia Railway (Volume One)** in 1988. **The Pacific Great Eastern Railway (Volume Two) $7.00 including postage.**

Since we published our first work, **Canadian Pacific in the Rockies (Volume One)** in April 1978, BRMNA has earned an enviable reputation for high quality, low cost railroad books. There are now over 30 titles and all are in print. **The Northern Alberta Railways (Volume One)** has been out of print for some time but after much pressure from those of you who missed this work, we have been persuaded to reprint it. This happy news coincides with the announcement that Colin Hatcher is now completing **The Northern Alberta Railways (Volume Two)** and this book will be available later in 1987. Other works in the course of preparation include **Canadian Pacific in Manitoba (Volume Two)** and the **Dominion Atlantic Railway.** All will be available for $7 00 including postage.

For those of you who wish to receive all our works, why don't you become a BRMNA subscriber? Send $22.00 and the next four works will be sent to you as they are published. For further information, send a self-addressed envelope to:

B.R.M.N.A.
5124 - 33rd Street N.W.
Calgary, Alberta, Canada T2L 1V4
DEALER TERMS ARE AVAILABLE



THE TRAINMASTER

NEW

"Professional Transportation Software Series"

csi
CORPORATE STRATEGIES, INC
5415-A Backlick Road
Springfield, VA 22151
(703) 941-0560

IBM Compatible
256K RAM
Color Graphics Board Required
$59.95 + $3.50 S&H ($63.45) Va. Residents add sales tax.
MasterCard or Visa telephone orders accepted.

NOW! Real-Time Interactive Train Performance Simulation

- Run Metroliners in the Northeast Corridor, heavy coal drags in Kentucky, the San Diegans in Southern California, piggyback trains in New England or any combination. (Six trains, 4 rail lines totaling 800 miles), **PLUS**
- YOU - The Engineer - must adhere to displayed (actual) operating rules, speeds, and signal indications. Violations will result in "penalties, derailments, or dismissal from service," **PLUS**
- Replicates actual locomotive response and train handling, **PLUS**
- Color or B&W graphics display of: profile, location, movement, signals, speed boards, and other features, **PLUS**
- Display of throttle position, speed , acceleration, braking, gauge pressures, fuel consumption, tractive effort, **PLUS**
- Sound effects for throttle, bell, and whistle, **PLUS**
- Additional trains, 10,000 miles of additional lines optionally available

Continued from page 66

to Eben Junction on the Upper Peninsula. I don't know when it was abandoned, but it was still on the map in October 1969.

Back in the 1960's, Soo Line had plans to haul iron ore over this line to a new facility at Rapid River. Chicago & North Western contested this vigorously to preserve its ore business at Escanaba, and needless to say, C&NW won out, for the ore facility was never built at Rapid River.

WARREN W. CLARK

Madison, Wis.

ARIZONA IS DIVINE

"Arizona Divide," by Richard Steinheimer [page 24, May 1987 TRAINS] was excellent.

Last spring I spent a week at the Grand Canyon and took a one-day side trip to the Santa Fe main line just east of Williams. It was the best day of railfanning that I have ever experienced. The mountainous terrain, dark green pine trees, well-maintained locomotives, and bright blue Arizona sky made for excellent photos. And I had plenty of opportunities for some great shots with all of the traffic that Santa Fe runs here. It was quite obvious to me that the diesels pulling these trains were really working—I could hear them several minutes before I could see them.

CHRISTOPHER KITE

Skokie, Ill.

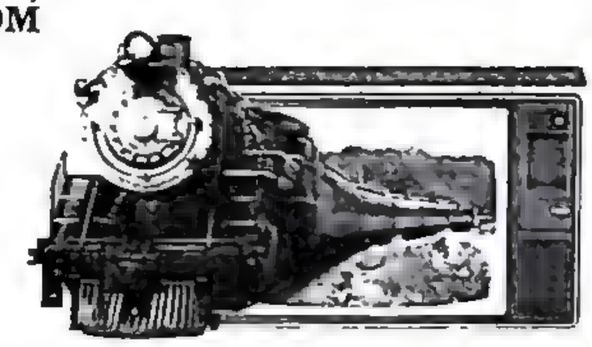
For many years I have spent a week or two each spring photographing the Santa Fe along this stretch of railroad. I did discover a small error on page 26 regarding the old

Continued on page 69

RAILROAD VIDEO

SPECIALIZING IN HIGH QUALITY, LOW PRICED VIDEOS SHOT FROM THE ENGINE CAB.

281 WILLOW DELL LANE
LEOLA, PA. 17540
(717) 656-8733



HEAD END ACTION VIDEOS

SOUTH AMBOY, N.J. TO N.Y. CITY (GG1) 1 hr. $33.45
BAY HEAD JCT. TO MATAWAN, N.J. (FP40) 1 hr. 33.45
PHILA., PA. TO N.Y. CITY (AEM7) 1 hr. 30 min. 39.95
N.H., CONN. TO SPRINGFIELD, MA (SPV2000) 1 hr. 30 min. 39.95
N.H., CONN. TO SPRINGFIELD, MA (CF7) 1 hr. 30 min. 39.95
N.Y. CITY TO NEW HAVEN, CONN. (AEM7) 1 hr. 45 min. 49.95
WASH., D.C. TO PHILA (AEM7) 1 hr. 45 min. 49.95
HARRISBURG TO PHILA (FP40) 1 hr. 45 min. 49.95
PHILA TO HARRISBURG (FP40) 1 hr. 45 min. 49.95
HARRISBURG TO HUNTINGDON, PA (FP40) 1 hr. 55 min. 49.95
HUNTINGDON TO JOHNSTOWN, PA (FP40) 1 hr. 50 min. 49.95
JOHNSTOWN TO PITTSBURGH, PA (FP40) 1 hr. 45 min. 49.95
SPECIAL - ALL 4 PARTS PHILA. TO PITTSBURGH 139.95
NEW HAVEN, CONN. TO PROVIDENCE, R.I. (FP40) 1 hr. 50 min. 49.95
PROVIDENCE, R.I. TO BOSTON, MA (FP40) 1 hr. 33.45
DENVER, COL. TO GRAND JCT. (FP40) DENVER & RIO GRANDE WESTERN
PART 1 1 hr. 30 min. 39.95
PART 2 1 hr. 30 min. 39.95
PART 3 1 hr. 55 min. 49.95
PART 4 1 hr. 55 min. 49.95
SPECIAL - ALL 4 PARTS 129.95
SPARKS, NEV. TO OAKLAND, CAL. (FP40) SOUTHERN PACIFIC
PART 1 1 hr. 55 min. 49.95
PART 2 1 hr. 55 min. 49.95
PART 3 40 min. 25.00
PART 4 1 hr. 55 min. 49.95
GLACIER PARK, TO HAVRE, MONTANA (FP40) ON THE BURLINGTON
PART 1 1 hr. 55 min. 49.95
PART 2 1 hr. 55 min. 49.95
CHICAGO TO VALPARAISO, IND. (FP40) 1 hr. 25 min. 39.95
FT. WAYNE TO VALPARAISO (FP40) 1 hr. 55 min. 49.95
CHICAGO TO MICHIGAN CITY (FP40) 1 hr. 33.45
MICHIGAN CITY TO KALAMAZOO (FP40) 1 hr. 15 min. 35.00
TOLEDO TO DETROIT (FP40) 1 hr. 50 min. 49.95
DETROIT TO JACKSON (FP40) 1 hr. 35 min. 39.95
JACKSON TO KALAMAZOO (FP40) 1 hr. 30 min. 39.95
SPECIAL - 3 PARTS TOLEDO TO KALAMAZOO 99.00
ALBANY TO CROTON - HARMON (FP40) 1 hr. 50 min. 49.95
CROTON - HARMON TO GRAND CENT. TERM. (FL9) 1 hr. 33.45
ALBANY - PITTSFIELD MA. (FP40) 1 hr. 10 min. 35.00
PITTSFIELD - SPRINGFIELD, MA. (FP40) 1 hr. 25 min. 35.00
PITTSFIELD - WORCESTER, MA. (FP40) 1 hr. 15 min. 35.00
WORCESTER - BOSTON, MA. (FP40) 1 hr. 15 min. 35.00
ENOLA, PA. - SHOCKS MILLS BRIDGE (SD40) 1 hr. 33.45
SHOCKS MILLS BR. - HOLTWOOD, PA. (SD40) 1 hr. 33.45
HOLTWOOD - PORT DEPOSIT, MD. (SD40) 1 hr. 33.45
PORT DEPOSIT - AMTRAKS "OAK" (SD40) 1 hr. 33.45
PITTSBURGH - SUTERVILLE, PA. (FP40) 1 hr. 33.45
SUTERVILLE, PA. - INDIAN CREEK (FP40) 1 hr. 33.45
INDIAN CREEK - ROCKWOOD (FP40) 1 hr. 33.45
ROCKWOOD - HYNDMAN (FP40) 1 hr. 33.45
HYNDMAN - STUART TUNNEL, WV. (FP40) 1 hr. 33.45
STUART TUNNEL - MARTINSBURG (FP40) 1 hr. 33.45
MARTINSBURG - DICKERSON, MD. (FP40) 1 hr. 33.45
DICKERSON - WASHINGTON D.C. (FP40) 1 hr. 33.45
SPECIAL - ALL 8 PARTS PITTSBURGH - WASHINGTON D.C. 200.00
CHICAGO - MILLER, IN. (South Shore MU) 1 hr. 33.45
MILLER, IN. - MICHIGAN CITY PLUS 10 MIN. OF VINTAGE FOOTAGE CIRCA 1930 1 hr. 33.45
RARITAN TO NEWARK, N.J. (MU) 1 hr. 33.45

ALL TAPES AVAILABLE IN VHS AND BETA
WE PAY ALL SHIPPING

TRACKSIDE ACTION VIDEOS

"PRR E-8 DIESELS IN ACTION" A HEAD END RIDE FROM TEMPLE TO HAMBURG, PA. AND RETURN MIXED WITH MANY RUNBYS FEATURING TWO PRR E-8 DIESELS RESTORED BY AND OPERATING ON THE BLUE MOUNTAIN AND READING RAILROAD. COLOR AND SOUND 1 hr. 33.45
"PRR POWER" - VINTAGE TRACKSIDE ACTION OF PRR ELECTRICS, DIESEL AND STEAM - COLOR AND SOUND 1 hr. 33.45
"PRR MAIN LINE STEAM" - DOUBLE HEADED PRR POWERED ROUND TRIP FROM STRASBURG, PA. TO 30TH STREET STA. PHILA & RETURN. TRACKSIDE ACTION 1 hr. 33.45
"PRR DOUBLE HEADED STEAM" SAME TRAIN AS ABOVE FROM STRASBURG, PA. TO THE ROCKVILLE BRIDGE AND RETURN. TRACKSIDE ACTION 1 hr. 33.45
"THE NORTHEAST CORRIDOR" PART ONE - TRACKSIDE ACTION FROM AMTRAKS SUNNYSIDE YARD, QUEENS, N.Y. TO NEWARK, N.J. FEATURING AMTRAK, LONG ISLAND, N.J. TRANSIT AND PATH TRAINS, TOWERS, STATIONS, TUNNELS AND BRIDGES 1 hr. 33.45
"NEW YORK CENTRAL-READING CO. VINTAGE MOVIES"
1. "WITHIN THE OVAL" COLOR-SOUND (N.Y. CENT.)
2. "THE STEAM ENGINE" B&W-SOUND (N.Y. CENT.)
3. "SAFETY AT THE CROSSROADS" B&W-SOUND (RDG. CO.)
1 hr. 33.45
"GG-1 VOLUME II" VINTAGE TRACKSIDE ACTION OF THE FAMOUS GG-1 ELECTRICS IN THEIR LAST YEARS. COLOR AND SOUND 1 hr. 33.45
"PRR VINTAGE MOVIES" VINTAGE MOVIES PRODUCED BY THE PENNSYLVANIA RAILROAD.
1. "WHAT IN BLAZES" COLOR AND SOUND
2. "CLEAR TRACK AHEAD" B&W AND SOUND
3. "GG-1 HEAD END HIGHLITES" B&W AND SOUND
1 hr. 33.45
"STRASBURG STEAM" LIVE STEAM ACTION ON THE OLDEST OPERATING STEAM RAILROAD IN THE COUNTRY FEATURING RUNBYS AND CAB RIDE. COLOR AND SOUND 1 hr. 33.45
"HIGHLITES" PREVIEWS OF MOST OF OUR CURRENT TITLES. THIS TAPE WILL MAKE A UNIQUE ADDITION TO YOUR COLLECTION OR YOU MAY VIEW IT TO DETERMINE CONTENT AND QUALITY OF OUR VIDEOS THEN RETURN IT FOR FULL CREDIT (LESS $3.50 FOR POSTAGE AND PACKAGING) TOWARD THE PURCHASE OF ANY RAILROAD VIDEO TAPE 1 hr. 33.45

COMING SOON
"THE CRESCENT" A HEAD END RIDE ON AN AMTRAK FP40 DIESEL FROM ATLANTA, GA., TO MERIDIAN, MISS. IN SEVEN ONE HOUR PARTS. COLOR AND SOUND.

MasterCard VISA

SEND STAMPED SELF ADDRESSED ENVELOPE FOR OUR FREE CATALOGUE WITH COMPLETE DETAILS OF EACH TAPE.
PENNSYLVANIA RESIDENTS PLEASE INCLUDE 6% SALES TAX.

Three New Videos

- **The Ghost Train of old Ely**
  Nevada Northern Ten Wheeler 39.95
- **Colorado Narrow Guage 1986**
  The special trains of the 1986 narrow guage convention 39.95
- **San Juan Freight Special**
  Narrow Guage freight train on the Cumbres and Toltec 39.95

Send SASE for details or order direct.

Madame Woo Video
2257 East 3205 South
Salt Lake City, Utah 84109

Real Porcelain Signs for Train Room Decoration

LIONEL TRAINS 6" x 22" four colors on cream. Licensed by LIONEL TRAINS, INC. $24.50

MAIL BAG 10" dia black on white $15.00

IVES TOYS 9" x 19 1/4" yellow and black on gold. $29.50

RAILWAY EXPRESS 9 3/4" x 14 1/4" nine colors on white. $29.50

WESTERN UNION 7" x 14" white on blue $15.00

The Painted Post Calliope Co.

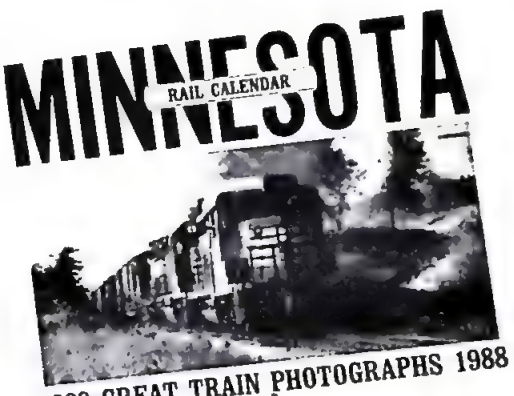
P.O. Box 88 • Painted Post • New York • 14870

Porcelain enamel on 18 ga. steel. Try your dealer first! To order direct, add 10% for shipping and your street address for UPS. We accept VISA and Mastercard. Send SASE for a color print and our catalogue sheets.

607 962-0002

MINNESOTA RAIL CALENDAR
ONE OF AMERICA'S FINE RAILROAD CALENDARS

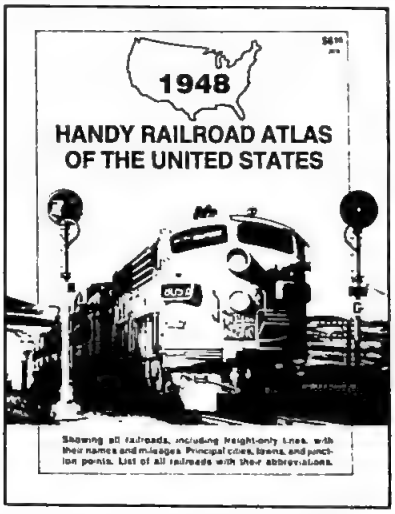
The 1988 Minnesota Rail Calendar includes 30 black-and-white and color photos of trains in Minnesota including the GN's *Empire Builder* in 1930, CB&Q's GP30 in 1972 (color), Milwaukee Road's *Pioneer Limited* in 1927 and a Milwaukee Road passenger special in 1982 (in color), plus NP, CN&W, Amtrak and Missabe Road. Photos from 1864 (Winona & St. Peter) to 1986 (Soo Line's GP30). Overall size is 22" x 14" with 14 large format photos. Printed on heavy textured stock. Complete with detailed historical description of each photograph.



Send $8.95 to:
Minnesota Rail Calendar
P.O. Box 684
Anoka, MN 55303
Minnesota residents please add 54¢ tax.

NOW AVAILABLE FROM KALMBACH

A reprint of the 1948 HANDY RAILROAD ATLAS OF THE UNITED STATES!



$6.95
#12076

1948: It was a time of great railroad strength and diversity, shortly before the dawn of the modern merger era. And now, Kalmbach recalls that era with a faithful reprint of Rand McNally's 1948 HANDY RAILROAD ATLAS OF THE UNITED STATES. In 52 pages, you'll find comprehensive state maps showing all railroads (including freight-only lines) with their names and mileages, plus a list of railroad abbreviations used. You'll rediscover an era when ACL, NYC, PRR, NYNH&H, MP, GN, WP, et al., still stretched steel rails across America!

To order, use the Kalmbach order form bound in this magazine, or send to Kalmbach Publishing Co., 1027 N. 7th St., Milwaukee, WI 53233. Include for postage and handling: U. S., $1; foreign $1.50. Wisconsin residents add 5% sales tax.

A Railfan's Christmas List

- O **TWO FEET TO TIDEWATER**
  The Wiscasset, Waterville & Farmington Railway
  By Robert C. Jones & David L. Register.
  New hardcover, $34.95
- O **THE KANSAS CITY SOUTHERN**
  Route of the Southern Belle.
  By Terry Lynch and W.D. Caileff Jr.
  New hardcover, $35.00 (T)
- O **GOIN' RAILROADING**
  A Century on the Colorado High Iron
  By Sam Speas with Margaret Coel
  Hardcover, $34.95
- O **STEINBECK COUNTRY NARROW GAUGE**
  By Horace Fabing & Rich Hamman
  Hardcover, $29.95
- O **GHOST RAILROADS OF CENTRAL ARIZONA**
  By John Sayre
  Paperback, $14.95
- O **VERMONT'S GRANITE RAILROADS**
  The Montpelier & Wells River and the Barre & Chelsea
  By R. Jones, W. Maxfield, W. Gove
  Hardcover, $34.95
- O **MILWAUKEE ROAD NARROW GAUGE**
  The Bellevue, Cascade & Western Iowa's Slim Princess
  By John Tigges & Jon Jacobson
  Hardcover, $29.95
- O **NARROW GAUGE IN OHIO**
  The Cincinnati, Lebanon & Northern Railway
  By John Hauck
  Hardcover, $29.95

Great Books . . . Great Gifts
Your check or Mastercard/Visa number and expiration date must accompany order. CO residents, please add appropriate sales tax.

Please (✓) check which books you desire and fill out the order form below.

Name _____
Address _____
City _____
State _____ Zip _____
Credit Card # MC/Visa _____

Pruett Publishing - Dept. CTR
2928 Pearl St. - Boulder, CO 80301
(303) 449-4919
Outside Colorado call toll-free
1-800-247-8224

GREAT CHRISTMAS GIFT!

WISCONSIN RAILROADS
1·9·0·8

This beautifully detailed wall map of the Railroads of Wisconsin, is a full color laser reproduction of the 1908 original. Printed on 100# acid free paper, this 28" x 35" map is perfect for framing. It's shipped in a heavy mailing tube to ensure its safe delivery.

Your Satisfaction Assured

$19.95

(includes postage within continental U.S.)

Name_____

Address_____

City / State / Zip_____

Send order and check to: Trackside Historical Art
R3, Todd Rd., Eau Claire, WI 54701 T

Take
"A Ride on the Rio Grande, Moffat Division"!

80 minutes of full color action as you travel on a Rio Grande SD-40 from Phippsburg to Denver!
only **$29.95**

"Rio Grande's Ski Train"

Travel the Mainline thru the Rockies on the Rio Grande's Famous Ski Train! 20 min. only **$19.95**

Freelance Video

2708 W. 100th Dr., Dept. T
Federal Heights, CO 80221

Add $2 per tape shipping, specify VHS or Beta

HISTORY • RUNBYS • INTERVIEWS
Presenting

NARROW RAILS STILL SHINE
The Rio Grande Narrow Gauge
Twenty Years After the
Abandonment Petition

VHS $34.95 BETA
1 Hour

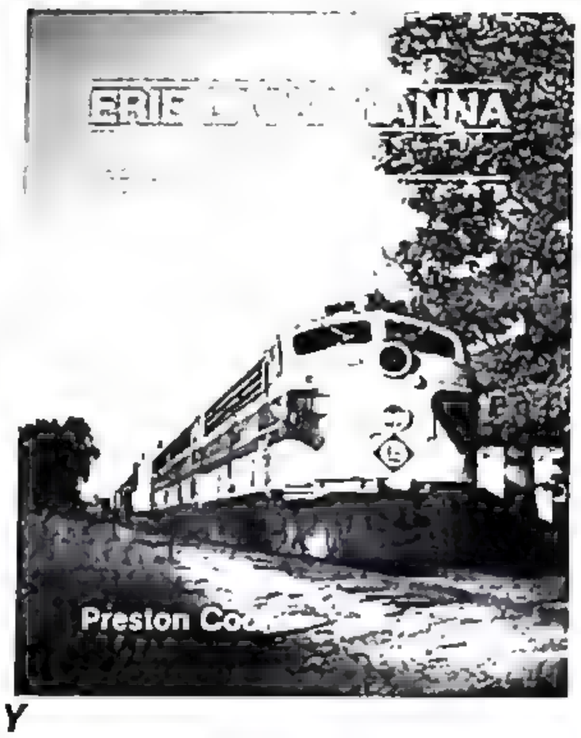
Railway Productions
3627 N Rockton #304
Rockford, IL 61103

C&TS • OPERATIONS • D&SNG

AVAILABLE NOW!

ERIE LACKAWANNA MEMORIES

By Preston Cook
IN FULL COLOR!



$35.95 PLUS $2.50 POSTAGE AND HANDLING. MD RESIDENTS ADD 5% SALES TAX. ORDERS OUTSIDE THE US ADD AN ADDITIONAL $1.00 FOR POSTAGE - US FUNDS ONLY.

Over 150 color photos covering the action on the ERIE LACKAWANNA from Griffith, Indiana to Jersey City, New Jersey, including the electric operations on the line to Gladstone, New Jersey, and some spectacular night photography. This will be a limited edition hardbound, 8½ x 11 format book with color dust jacket.

ORDER TODAY

DEALER INQUIRIES WELCOME • QUANTITY DISCOUNTS AVAILABLE

OLD LINE GRAPHICS

1604 Woodwell Road • Suite 104 • Silver Spring, MD 20906

THIS YEAR, GIVE A STEAM LOCOMOTIVE!

This year, give a copy of *The Complete Steam Locomotive Companion* to everyone you wish would share *your* enthusiasm.

This new, unique 28-page book in soft, scuff-proof cover uses 17 original drawings to depict such famous and important locomotives as Rocket, John Bull, 999, Casey Jones's Ten-Wheeler, 611, and Big Boy.

Railfan & Railroad calls it "a delightful basic introduction to steam locomotives and railfanning them today."

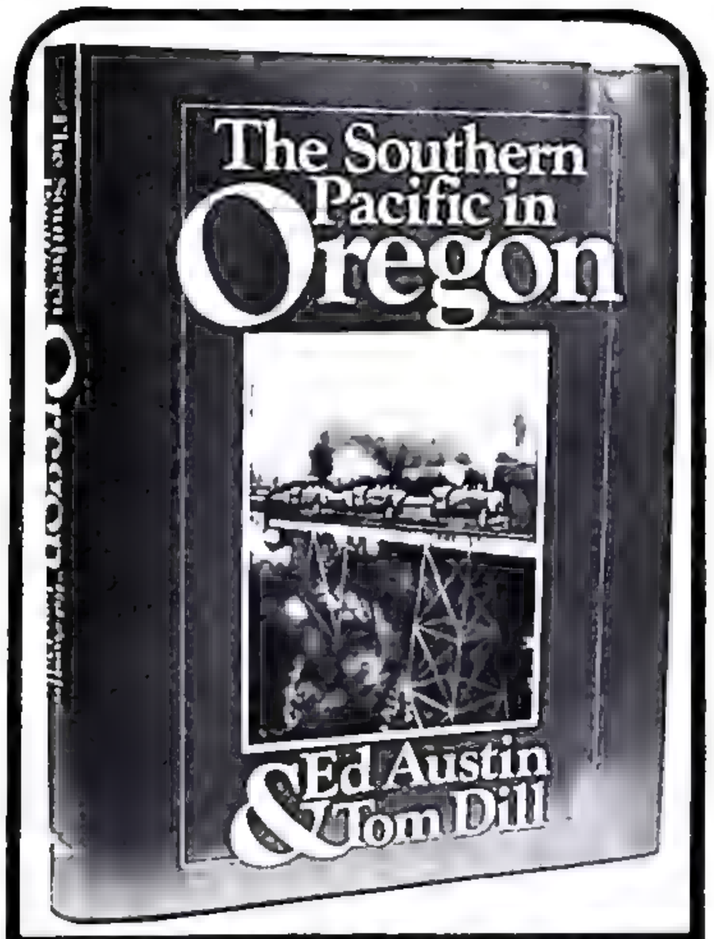
Send $9.45 per copy ($7.95 per book, $1.50 for postage and handling) by check or money order to THOUGHTS IN FOCUS, P.O. Box 2156, Alexandria, VA 22301. Virginia residents add sales tax of 34 cents per book.

PLEASE PRINT. THIS IS YOUR MAILING LABEL.

NAME: _____

ADDRESS: _____

CITY: _____ ST: _____ ZIP: _____



THE SENSATIONAL NEW BOOK FROM PACIFIC FAST MAIL

The complete story of SP operations in the Beaver State, featuring early narrow gauge, logging roads, branch lines to the sea, mountain main lines and much more.

320 pages . . . over 480 photographs plus 16 pages in full color. Fully indexed.

84 maps . . . including route maps, track diagrams of major cities and towns with a fold-out of the vast Eugene yard, reproduced in its entirety, and bird's-eye-view maps by John Signor.

$47.50 . . . at your favorite book or hobby store, or direct from PFM.

Brochure Available Upon Request

PFM PUBLICATIONS
PO Box 57, Edmonds, WA 98020

THE BOOK EXPRESS
—LATEST QUALITY RAILROAD BOOKS—
REASONABLE PRICES AND QUICK SERVICE
SEND NAME AND ADDRESS FOR CATALOG—
IT WILL BE ON THE NEXT EXPRESS!!
P.O. Box 634 Coppell, TX 75019
Please print name and address

RAILROAD WITH 3 GAUGES
A complete history of a most unique railroad, the CINCINNATI, GEORGETOWN & PORTSMOUTH RR.
580 pages – abundant photos, maps, timetables, forms.
$22 plus $2 mailing
(Ohioans add $1.21 tax)
David McNeil, 29 Clark Ave., Cincinnati, Ohio 45215

Continued from page 68B

1890 bridge at Topock. There are pipeline bridges on the south side of the I-80 bridge. However, the 1890 ATSF bridge was removed in April 1976.

B. A. BLACK

Oxnard, Calif.

SNOW JOB

Probably only I, a friend who was with me, or a Santa Fe authority such as Joe McMillan would spot it, but you picked up the caption material from my second slide, the one you did not use, in labeling my "Railroad News Photo" of the Santa Fe rotary at work in Kansas [page 17, August 1987 TRAINS]. The plow train pictured was on the Larned-Jetmore branch east of Jetmore on March 31, 1987, not the Scott City-Great Bend line on April 2.

JOHN ARBUCKLE

Hutchinson, Kans.

ROUND THE RI MOUNTAIN

It is always a pleasure to see Rock Island steam featured in TRAINS ["Rock Island's Mountain Railroad," pages 34-38, July 1987], but to call the Kansas City to St. Louis line a "mountain railroad" seems to be stretching the definition more than a bit. It is obvious the line is extremely scenic, and I believe that would be the best way to describe it.

With tongue firmly planted in cheek, if the St. Louis is to be called "mountain" I would certainly nominate the Rock's Cedar Rapids Division as "semi-mountain."

WILLIAM S. KUBA

Cedar Rapids, Ia. I

STEAM, STEEL & LIMITEDS
The Golden Age of America's passenger trains from 1907-1947. Hundreds of trains of 61 railroads, including full-color illustrations. 16 chapters, 428 pages, hardbound, color dust jacket. **$45.00 ppd.**

THE CHALLENGERS
The full story of the UP's 4-6-6-4 locomotive. Hundreds of photos, detailed descriptions. 144 pages, hardbound. **$28.50 ppd.**

MOTIVE POWER OF THE UNION PACIFIC
Sixth edition of motive power book covering steam, diesel and electric locomotives. 325 pages, 687 illustrations, diagrams. **$39.50 ppd.**

UNION PACIFIC STREAMLINERS
Detailed history, 1934-1972, including steam powered Forty-niner and Treasure Island Specials. Full set of construction photos of the M-10000. 594 pages, over 1250 photos, diagrams. **$48.50 ppd.**

BIG BOY
Composite, complete story of the world's largest steam locomotive—the UP's 4-8-8-4's. 96 pages, over 80 photos and 30" × 9" centerfold builders shot of 4002. **$18.50 ppd.**

Order direct. Immediate delivery from

KRATVILLE PUBLICATIONS
2566 Farnam St., Omaha, Ne. 68131

The CAROLINA SPECIAL on the Saluda Grade
A PRINT OF AN ORIGINAL OIL PAINTING BY HOWARD FOGG

The *Carolina Special* ran for over half a century and was one of the Nation's longest-lived passenger trains. This painting by Howard Fogg and commissioned by Frank Fishburne shows the most dramatic phase of the *Carolina Special's* journey: climbing the Nation's steepest standard gauge main line up Saluda Mountain.

Measuring 21½x17, this rich, full-color print has never been marketed before. It's one of Howard Fogg's few oil painting reproductions. Order yours today—available unframed or framed.

$20.00 Plus $3.00 Shipping
(Print only. Shipped in sturdy tube).

$70.00 Plus $5.00 Shipping
(Print in steel gray wood frame with double matte.)

TO ORDER: Write The Carolina Special, c/o Greenville Chapter of NRHS, INC., P.O. Box 5481, Greenville, SC 29606. South Carolina residents add 5% sales tax. Items are shipped UPS; please include street address.

The R.R. Wallin Collection

Limited Edition 35mm Duplicate Slide Sets.

20 Slides Per Set. $16.00 Per Set.

Sets currently being offered are:

W-551-Lehigh Valley Power and Trains.
W-552-Milwaukee Road Power and Trains.
W-553-Kansas City Southern Power and Trains.
W-554-Southern Pacific Power and Trains.
W-555-Florida East Coast Power and Trains.
W-556-Illinois Central Passenger Power and Trains.
W-557-Illinois Central Freight Power and Trains.
W-558-Pennsylvania-Reading Seashore Line Power and Trains.
W-559-Lehigh Valley Traction.
W-560-EMD's SD-60 Demonstrators and Leased Oakway SD-60s.
W-561-Santa Fe Passenger Power and Trains.
W-562-New York Central Passenger Power and Trains.
W-563-Reading Power and Trains.
W-564-Canadian National Power and Trains.
W-565-Long Island Power and Trains.
W-566-Seaboard Airline Power and Trains.
W-567-Union Pacific Turbines.
W-568-Tennessee Railroad-Tennessee Central Ry. Power and Trains.
W-569-Jersey Central Power and Trains.
W-570-Milwaukee Road Electric Power and Trains.
W-571-Illinois Terminal Electric Power and Trains.

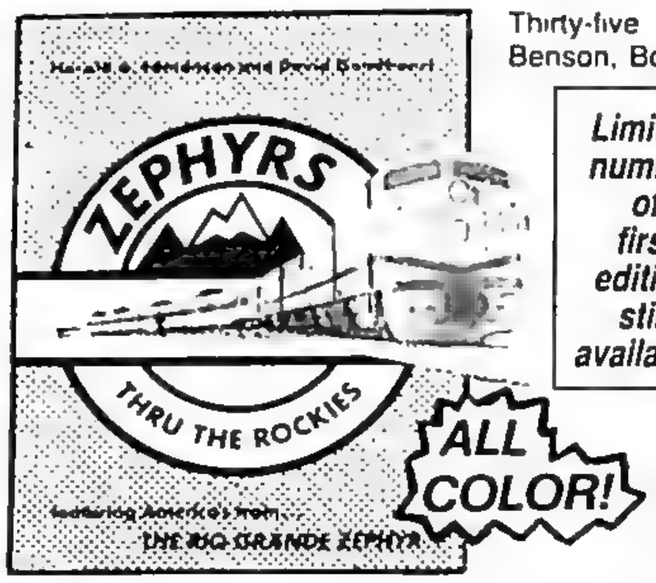
Also available are ten fifty-slide sets at $40[00] per set. They are:

X-102R-Chicago, Burlington & Quincy Roster.
X-103-Canadian National Steam Power and Trains, photographed by Bill Price.
X-104-Mexico's Ferrocarril Del Pacifico Railroad.
X-105-Penn Central Power and Trains.
X-106-Santa Fe Power and Trains, all in Merger Red and Yellow, as photographed by John Shin.
X-107R-New Haven Roster.
X-108-More Canadian National Steam Power, from the Bill Price Collection.
X-109-Denver and Rio Grande Western Power and Trains.
X-110-Chicago and North Western Power and Trains.
X-111-Southern Pacific Power and Trains.

These sets do not duplicate any previous offerings. A new series of sets will be offered every two months. Also concurrently available with these sets are passenger car, rolling stock, depot, and western railroading series. Order from this ad, or to receive two color sample slides and have your name added to the mailing list, send $3 to:

Al Chione
P.O. Box 3008
Evergreen, CO 80439

THE *ZEPHYR* MAGIC RETURNS



Thirty-five top rail photographers (including Arndt, Andrew Benson, Bolkin, Busse, Hand, Kindig, McMillan, Meeker, Patrick Patterson, Phillips, Seguine, Sherman) convey the magic and majesty of the *California Zephyr*, *Rio Grande Zephyr*, and Amtrak *California Zephyr* in a lavish new all-color pictorial, **ZEPHYRS THRU THE ROCKIES**, by Harold A. Edmonson and David Goodheart. Special coverage of the last runs of the *Rio Grande Zephyr* in 1983 — the end of an era! Order **ZEPHYRS THRU THE ROCKIES** now and we pay the shipping.

Limited number of first edition still available!

$39.95 Hardcover **$29.00** Softcover

Goodheart Publications
P.O. Box 47131
Chicago, IL 60647

Illinois residents add 8% sales tax
Sorry No C.O.D.s

AN IDEAL GIFT
128 Pages 8¼ x 11¼
272 Color Photos

FROM THE POTOMAC CHAPTER OF THE NATIONAL RAILWAY HISTORICAL SOCIETY

A PRE-PUBLICATION SPECIAL!

B&O STEAM FINALE

VOLUME II

BY DEANE MELLANDER & BOB KAPLAN
WITH PHOTOGRAPHY BY WILLIAM P. PRICE

$31.50 POSTAGE PAID. MD RESIDENTS ADD 5% SALES TAX. OUTSIDE THE U.S. ADD AN ADDITIONAL $1.00. FOR POSTAGE AND HANDLING. **U.S. FUNDS ONLY**
APPLIES TO ORDERS RECEIVED BEFORE NOVEMBER 15, 1987
THE RETAIL PRICE AFTER NOVEMBER 15, 1987 WILL BE $36.00 + P. & H.

— ALL COLOR —

Over 180 color photos depicting the zenith of B&O Steam and early Diesel operations between 1946 and 1957. Volume II features the Pittsburgh Division, the former BR&P, and some of the lines west of the Ohio River. This will be a Limited Edition, hard-bound, 8½ x 11 format book with a color dust jacket.

— ORDER TODAY —

QUANTITY DISCOUNTS AVAILABLE • WRITE FOR DETAILS

THE POTOMAC CHAPTER, NRHS
BOX 235W, KENSINGTON, MD 20895

NEW

GLASSWARE & SOUP PLATE

We really needed glasses to complement our china — but Pennsy didn't use sidemarked glassware — so we made our own Tuscan marked drinking ware. For you soup and cereal eaters our reproduction line now includes a 9¼" soup-cereal plate — a beautiful piece. Used by the Pennsy in the 20's and 30's and now manufactured by one of the major railroad china makers, Sterling China, this durable yet elegant china is great for display or everyday use. Send large stamped self-addressed envelope for brochure or order from this ad. RIGHT TRACK TRADING CO., Box 186-B, Strasburg, PA 17579.

Item No.	Description	Price ea. pc.
PRR 30	13½ oz. Double Old Fashioned	$3.50 — 4 for $12.00
PRR 31	12½ oz. Beverage	$3.00 — 4 for $10.00
PRR-8	Soup Cereal Plate	$19.50
PRR-1a	Cup and Saucer	$24.00
PRR 3	9" Plate	$18.00
PRR-4	7¼" Plate	$15.00
PRR 5	5½" Plate	$10.00
PRR-6	5¼" Fruit Dish	$12.50
PRR-7	6 pc. Place Setting (includes 1a, 3, 4, 5 & 6)	$75.00
	2 Place Settings	$130.00
	4 Place Settings	$250.00

SHIPPING:

Order Total	Shipping
$0 - $20.00	$3.00
$20.01 - $50.00	$4.00
$50.01 - $100.00	$5.00
Over $100.00	$6.00

Alaska, Hawaii and Canada residents double shipping amount. Overseas residents triple shipping amount.
ORDERING INFORMATION: If paying by check, please allow 4-6 weeks for delivery. PA Residents Add 6% Sales Tax. Reproduction—All Pieces Backstamped. For information, call 717-464-2041 (Evenings). VISA and MasterCard accepted.

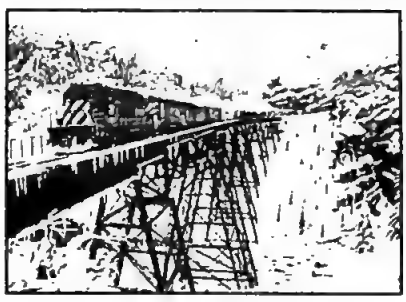
THE
RANGO TO SILVERTON
ARROW GAUGE VIDEO

- The best of a 3 year collection of broadcast quality masters.
- Produced by the video crew working for the D & SNG.
- Two tapes. #1 aerials, close ups, yard activity #2 includes above plus winter, car barn, roundhouse.

#1-$34.95 (30 min.) #2-$49.95 (60 min.)

COD + $3.00 Visa/MC VHS PPD in U.S.

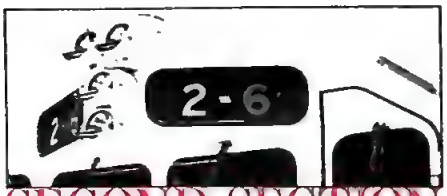
Western Audio-Visual
835 E. Second Avenue
Durango, Colorado 81301
(303) 247-1576



CASCADE CROSSING

This beautifully detailed 16" x 20" four color lithographic print by artist John R. Doughty, depicts a Burlington Northern freight traversing a high deck bridge in the Cascade Mountains. An impossible to repeat consist of a SD-40, F-45, ALCo C636, and a F 9 fills the scene. Prints are available for $17.95 ea. Please include $2.00 for postage and handling. California residents please include 6% sales tax. Make check or money order payable to

HIGH IRON ILLUSTRATIONS
12425 Oak Knoll Road, #5-H
Poway, California 92064



SECOND SECTION

What's in a (division) name?...

The message in the Norfolk Southern interdepartmental memo dated September 1, 1987, was to the point: "Effective this date, the Shenandoah Division, with headquarters at Roanoke, Va., will become a part of the Radford Division, headquartered at Roanoke, Va."

Just like that—boom!—the Shenandoah Division was gone, erased from the NS system in a realignment that folded seven old divisions into 14 surviving divisions. The move is part of NS's efforts to streamline its management ranks [page 3, October 1987 TRAINS]. Operations on the Shenandoah and Radford Divisions have been merged and, eventually, a combined division staff will occupy renovated quarters at the company's old Norfolk & Western offices at 8 North Jefferson St., Roanoke. What can you do but applaud? According to the company, the move will simplify train operations, save on salaries, and, presumably, help create a leaner, stronger Norfolk Southern.

But NS goofed. They picked the wrong name. In killing off the Shenandoah Division, they have unceremoniously retired one of the most evocative names in railroading.

That name—Shenandoah! The word rings with sounds and images of America: a

Continued on page 73

AMERICAN CRAFTSMAN
Dept. TM
2474 Huntington Dr.
Pittsburgh, PA 15241
(412) 831-0332

A TRAIN WHISTLE THAT NEVER NEEDS A "TUNE-UP"

Approximately 9" Long

PRICE: $8.50 each
Shipping & Handling Included
PA residents add 6% sales tax

european railways VIDEO

101 THE GOTTHARDBAHN. 2 hours color. Most famous Swiss Federal Railway from Italy to the northern lakes, amid forbidding alpine ranges and fascinating track loops $62.00.

104 THE OBB TODAY. 2 hours color (due 1/88). Spectacular railway extravaganza spanning Austria's busiest as well as the least known mountain steam lines on the 150th anniversary jubilee, all in superb picturesque photography. $62.00

106 TGV. 1 hour color Magnificent documentary on the world's fastest train, produced by the French Federal Railways A masterpiece in entertainment and railway science. $62.00

107 THE DB TODAY. 1 hour, 30 minutes color. Non-stop action follows the German Federal Railways from Bavaria, to the Rhine and to the northern plains, amid colorful and enchanting backgrounds A complete DB experience $62.00.

108 EUROPE ON RAILS VOL I. 2 hours, 20 minutes color. A true railway film colossus, spanning Switzerland, Austria, Germany, France, and Italy. Mainlines and cog railways in superb photography, including the BLS, FO, SNCF, DB, OBB, SBB, and FS. $62.00

109 THE FURKA OBERALP BAHN. 1 hour, 45 minutes color Magnificent trip through the high Alps on the fascinating Swiss FO rack railway from Brig to Disentis. Breathtaking scenery and photography. $62.00.

114 FRENCH RAILS. 1 hour black-and-white, color. Nostalgic trip to the yesteryear world of French steam, with special segment on the ultra-modern TGV. $62.00.

Many more selections available. Write for free brochure Checks or money orders only, no cash or credit cards accepted NY residents add sales tax

TRANS EUROPE ENTERPRISES
160-22 Powells Cove Blvd., Whitestone, NY 11357

'88 ACTION

Santa Fe & Southern Pacific
TWO black & white calendars
featuring unpublished views
$6.50 each.
At dealers or direct.
Add $1.50 for 1st calendar. 50¢ each additional.
(CA residents add 6.5% sales tax)

Whistle Stop
PUBLICATIONS
3745 E. Colorado Blvd., Pasadena, CA 91107
(818) 796-7791

THE A AND THE J

The 1218 and the 611 are together at last! Join us for highlights of the 1987 NRHS Convention in Roanoke, Virginia. Highlights include the 1218 from Roanoke to Bluefield — The 611 from Bluefield to Roanoke along the Old Virginian Line — Night shots at Shaffers Crossing. You will see the railfan event of the decade as the 611 and the 1218 storm up Christiansburg Mountain side by side. And if that is not enough, add the 1218 and the 611 doubleheader back to Roanoke. The most exciting railfan events of the 80's.

RUNNING TIME: 41 MIN. **$34.95**

1218 : A NEW BEGINNING

All aboard for the first trips with our new camera and the N&W 1218 on the first trips in '87. We have your ticket for the Ferry Run from Birmingham to Atlanta and points north. Then we are off to Roanoke for the first public excursion to Bluefield. Your ticket includes the breakdown in Anniston, a meet with the S&A 750, the Christiansburg Mountain, Shawsville Tunnel and a "Trackside Video" exclusive as we show you the Landslide at Glen Lyn!.

RUNNING TIME: 44 MIN. **$34.95**

Trackside Video / P.O. Box 234 / Forest Park, Georgia 30051-0234 / 1-800-628-2828 Ext. 904

Trains Sweepstakes

Here's your chance to win a trip aboard Amtrak!

Enter the TRAINS Sweepstakes and you could win a tour of America aboard Amtrak! As winner, you'd select your own routes from Amtrak's national timetable (certain limits apply, see Sweepstakes rules), depart and return at the Amtrak station most convenient to your home, and enjoy sleeping car accommodations! Imagine, you could enjoy the Colorado Rockies from aboard the California Zephyr, ride the Northeast Corridor at 110 mph, witness the New River Gorge from the Cardinal, follow the surf of the Pacific Ocean aboard a San Diegan, and more. And, you'll receive $250 in cash for travel expenses. For the winner of the TRAINS Sweepstakes, it will be the railroad adventure of a lifetime!

And there are more extraordinary prizes in the TRAINS Sweepstakes! From December 1987 through February 1988, we'll be awarding monthly prizes! You could win a Regency 30-channel programmable scanner for listening in on exciting railroad action. Or you could win a complete set of Kalmbach railroad reference books. Or you could win a 5-year subscription to TRAINS!

And here's the best news of all: You can use the Official Entry Form found in this issue to enter the Sweepstakes – and to assure yourself of receiving the magazine of railroading every month! If you're already a TRAINS subscriber, use the form to enter the Sweepstakes and take this perfect opportunity to renew or extend your TRAINS subscription!

OFFICIAL SWEEPSTAKES RULES

1. To enter, complete and mail the TRAINS SWEEPSTAKES OFFICIAL ENTRY FORM (published in this magazine) or a facsimile. Be certain that your name, address and phone number are listed correctly. You need not subscribe to TRAINS to be eligible to win. No purchase necessary.
2. Entries are limited to one per-person, per-month. To be eligible for monthly prize awards, entries must be postmarked by the final day of the preceding month (i. e., November 30 for the December drawing). Monthly prizes will be selected in December 1987, January 1988, and February 1988. Monthly prize winners will become ineligible for future monthly awards, but will be eligible to win the grand prize. All entries qualified under these rules will be eligible for the grand prize.
3. For the Grand Prize winner, Amtrak travel may commence and end at any Amtrak station. Travel must commence and end at the same station. From time of departure, Amtrak travel must be completed within a 30-day period. Stop-overs are limited to three. Final trip itinerary and ticketing is required prior to departure and within 30 days of departure. Ticketing will be provided by Kalmbach Publishing Co. Sleeping car accommodations will be provided on all segments, subject to availability. Amtrak travel may include one circle trip or one round-trip of winner's choice. Round-trip is defined as travel from origin to destination and return via same routing. Circle trip is defined as outbound travel via one routing and return travel via a different routing. No route may be traveled more than twice. Any Amtrak travel and accommodations purchased after issuance of tickets is responsibility of winner. Winner will receive $250 toward meals and/or stop-over accommodations. All arrangements and payment for stop-over hotel/motel accommodations and all non-Amtrak transportation is responsibility of winner. Total Amtrak travel cannot exceed 8,500 miles. Amtrak travel must be completed by September 30, 1988.
4. Winners will be selected in random drawings and decisions are final. Winners will be notified by mail and/or telephone. Any prizes returned as undeliverable will be awarded to alternate winners. Chances of winning are determined by the total number of entries received.
5. Taxes on prizes are the sole responsibility of the winners. No substitutions will be made for any prize offered. All prizes will be awarded.
6. Sweepstakes is open to residents of the United States and Canada. Employees and stockholders of Kalmbach Publishing Co., and their families, are ineligible. Sweepstakes is subject to all Federal, State, and local laws and regulations and is void whenever prohibited by law.

For a complete list of winners, send a self-addressed, stamped envelope to: TRAINS Sweepstakes Winners, 1027 N. 7th St., Milwaukee, WI 53233.

PLUS, these superb prizes presented each month through February 1988!

1st PRIZE

A Regency Model Z-30 Programmable Scanner

Keep track of all the exciting railroad activities in your area with Regency's Model Z-30 scanner. Features include 30 programmable channels, search/scan, priority, lockout, lighted digital readout, AC/DC operation.

1 prize each month!

2nd PRIZE

A Complete Set of Kalmbach Railroad Reference Books

BOOKS: American Shortline Railway Guide • Diesel Locomotive Rosters: U. S., Canada, Mexico • Guide to Tourist Railroads and Railroad Museums • The Historical Guide to North American Railroads • The Second Diesel Spotter's Guide • The Train-Watcher's Guide to North American Railroads.

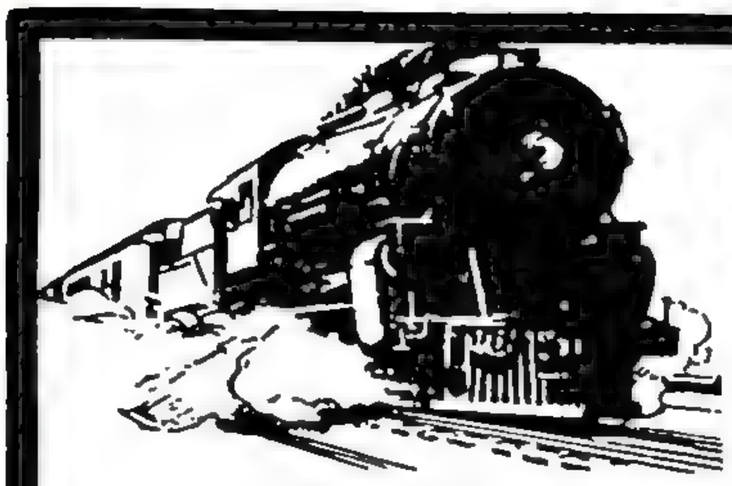
3 prizes each month!

3rd PRIZE

Train Train Train Trains
11th annual Christmas issue
Trains Trains Trains Trains Trains
BN's HIGH LINE:
Trains Trains Trains Trains Trains

A 5-year Subscription to TRAINS

5 prizes each month!



2 nd

RAILROADIANA AUCTION

500 LOTS OF QUALITY R.R. COLLECTIBLES

CHINAWARE, TIMETABLES, RARE BROADSIDES, SILVERWARE, POSTERS, CALENDAR PRINTS, SWITCH KEYS, ANNUAL CARD PASSES, LANTERNS, UNIFORM BUTTONS, CAP BADGES, SIGNS, EARLY RAILROAD LAMPS, COLOR PRINTS, DATER DIES & MACHINES, SMALL HARDWARE, STOCK CERTIFICATES, BONDS, MAPS, BOOKS, ANNUAL REPORTS, GLASSWARE, DEPOT ITEMS, TINWARE, ETC. MANY RARE & SCARCE ITEMS!

SUNDAY, DEC. 6, 1987

MERCY COLLEGE, 555 BROADWAY, (Route 9) DOBBS FERRY, NY

INSPECTION 8:30 A.M. – AUCTION 10:00 A.M.

SPONSORED BY: THE DEPOT ATTIC, 377 ASHFORD AVE., DOBBS FERRY, NY 10522
AUCTION CATALOG $3.00 FIRST CLASS PHONE: (914) 693-5858 Evenings

---

"THE AWESOME A"
(Part 1)

51 minutes

Specializing in Railroad Video Since 1979

"TWO TAPE SPECIAL"
$49.95

#1218 on her 3 day ferry move from Birmingham, AL to Roanoke, VA and on her inaugural runs out of Roanoke. Kenova, West Virginia to Columbus, Ohio and trips from Bellevue and Toledo, Ohio. Line-side runbys, side-by-side pacing, and glass smooth aerial tracking shots. 2 hours of N&W's "awesome" articulated mercedes of steam. Order your copies today!

Buy Both and Save!
($27.95 Individually)

VHS and BETA

Send for our Free Illustrated Catalog!

"THE AWESOME A"
(Part 2)

59 minutes

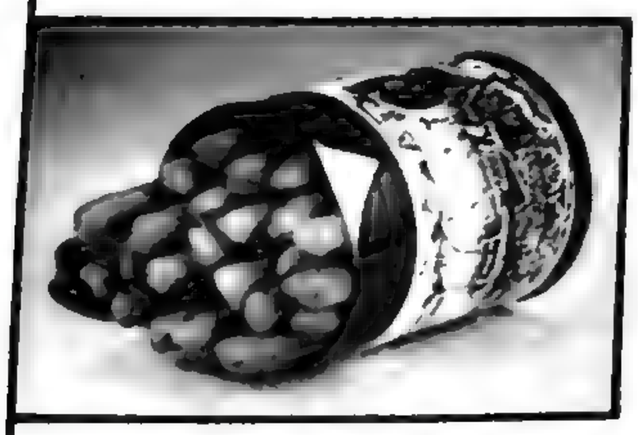
Producers of PROFESSIONAL Video Documentaries

BERKSHIRE PRODUCTIONS

PO BOX 575
BRUNSWICK, OHIO 44212
(216) 225-0303

MasterCard VISA

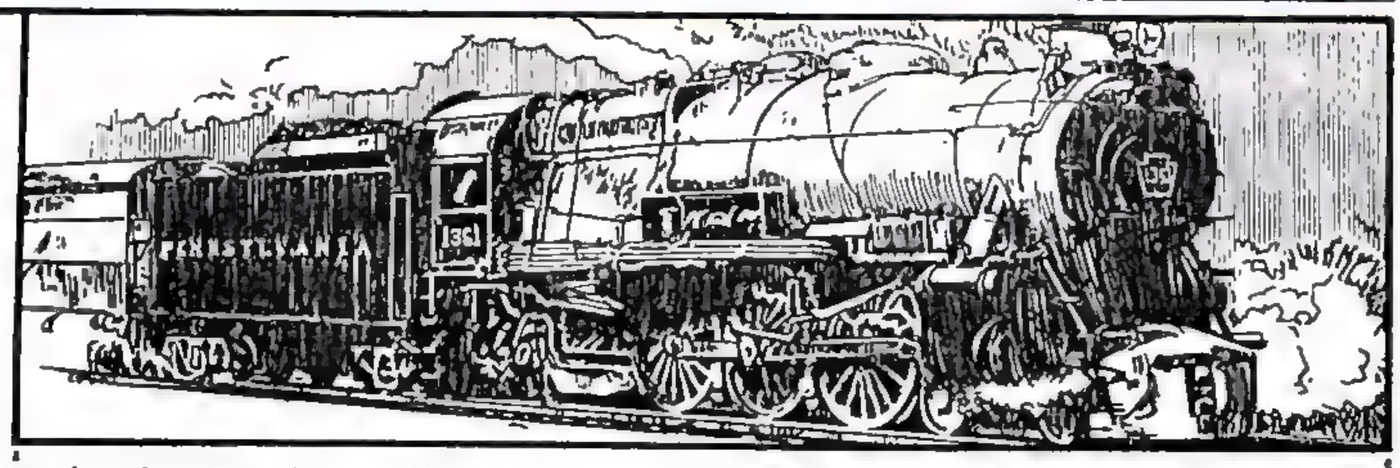
Chocolate-covered PENNYSTICKS® are made from an old-world recipe. We use the finest ingredients and remove all the moisture by gently baking our pretzels to just the right texture and taste. Then we dip them in pure milk chocolate, creating a new American taste sensation!



1. JUNIATA SHOPS K4s 1918
2. PRR
3. 1361
4. RAILROAD CROSSING STOP LOOK AND LISTEN

LID CHOICES

Write or call Benzels for our complete gift tin catalog.
Visit the Altoona Railroaders Memorial Museum.



1 3 6 1 K - 4 L O C O M O T I V E
"T H E S P I R I T O F A L T O O N A"

Limited Edition Gift Tin with your choice of four rail theme lids filled with Benzel's Chocolate-covered PENNYSTICKS®.

PLEASE SEND ME: QTY _____ tins with Lid #1 QTY _____ tins with Lid #3
QTY _____ tins with Lid #2 QTY _____ tins with Lid #4
TOTAL _____ @ $6.95 = _____ total dollar amount
FREE SHIPPING WITHIN THE CONTINENTAL U. S.

NAME _____ ☐ Money Order
STREET _____ ☐ MasterCard
CITY _____ ☐ VISA
STATE _____ ZIP _____ Card # _____
Signature _____ Expiration date _____

SEND TO: BENZEL's K-4 Tin, 5200 6th Avenue, Altoona, PA 16602. Phone orders (814) 942-5062

Continued on page 70A

below 19th century folk song, the celebrated Valley campaign that brought Confederate General Stonewall Jackson to glory in 18[illegible], a popular 1965 movie starring James Stewart and Katharine Ross. You can't beat that pedigree.

And is there a more beautiful stretch of railroad anywhere in the East than the 370 miles of mostly single-track main line that wanders southwesterly from Hagerstown, Md., tracing its namesake valley and hugging the Blue Ridge until it reaches Roanoke, and then heads south for Winston-Salem, N.C., along the "Punkin' Vine"? This was the Shenandoah Division that inspired night photography pioneer O. Winston Link, the Shenandoah Division of Luray, Buena Vista, Solitude, and the Cloverdale Branch.

Several hundred of us fell under the Shenandoah's spell last July when the Roanoke Chapter, NRHS, operated its inbound national convention train from Alexandria to Roanoke [pages 18-19, November 1987 TRAINS], connecting from the Southern to N&W at Riverton Junction near Front Royal. Our trio of Southern FP7's hauled us along a railroad that's a throwback to another era. Along today's Shenandoah (excuse me, *Radford*) Division, black diesels haul freights on jointed rail, switch the sidings of thriving factories, and respond to orders from a dispatcher in Roanoke working in a room that looks substantially as it did when N&W installed the CTC boards back in the 1950's. Don't look for double-stacks here.

Divisions are more than functional titles for an operating department. They can be as powerful as passenger train names in conjuring images. To a Pennsylvania fan, Mid-

The Railroader Gift Set

Set Includes:
- 1 railroad lantern pencil sharpener
- 1 deck of railroad playing cards
- 1 railroad locomotive pencil sharpener

A perfect gift for all train lovers!
All 3 items for only $9.95 postage paid.

Send check or money order with coupon.

Name _____

Address _____

City _____

State _____

Zip _____

The Train Station℠
P.O. Box 4923
Montgomery, AL 36103

☐ **Check here to receive free catalog.**
Allow 2 to 4 weeks for delivery.

ALL NEW DIGITAL RECORDINGS FROM

mobile fidelity
productions of nevada

THE SOUNDS OF TRAINS
VOLUMES I & II

EACH COMPACT DISC
OR AUDIOPHILE CASSETTE OFFERS
ONE FULL HOUR
OF THE MOST DRAMATIC AND
EXCITING RAILROAD EXPERIENCES

Volume I features:

- ★ *No. 3985 on Sherman Hill . . . dramatic!*
- ★ *Narrow Gauge Magic on Cumbres!*
- ★ *FP9's VIA Canada, Kicking Horse Pass!*
- ★ *No. 4449, the movie star, at track speed!*

Volume II features:

- ★ *No. 611 and No. 1218 at Roanoke NRHS . . . astounding!*
- ★ *No. 4501 and No. 152 on the Southern!*
- ★ *Southern FP 7's, Roanoke NRHS!*
- ★ *Side by side "A" and "J" on Christiansburg Mountain!*

Trackside, pacing, on board, it's all here! Each scene personally chosen by producer Brad Miller, to guarantee traditional Mobile Fidelity quality and dramatic impact! Digital recordings made with exclusive COLOSSUS™ system, the most advanced (and expensive) recording technology available! Volumes III and IV set for Fall, 1988.

Compact Disc or Custom Audiophile Cassette...$15.98 each
Save $7 . . . Order both volumes today for $24.96
(Cassette/CD mix OK)

Add $2.00 UPS & Handling
California residents add 6% sales tax
Los Angeles residents add 6½% sales tax

COLOSSUS
DIGITAL STEREO

RECORDS
BAINBRIDGE

Manufactured and distributed by
BAINBRIDGE RECORDS
P.O. BOX 8248, Van Nuys, CA 91409-8248, (213) 476-0631

Books on the MILWAUKEE ROAD

MILWAUKEE ELECTRICS
Hard cover book on the famous Milwaukee Road electric locomotives. Complete history of construction and operation of electric line. Roster history of motive power. Drawings, maps, 310 pages, 350 photos (44 in color). **$33.95.**

MILWAUKEE ROAD WEST
Available again. This is a history of CMStP&P from the construction of the line in 1870 to 1970. 192 pages and 269 photos of steam, diesel and electric locomotives. **$19.95.**

MILWAUKEE ROAD EAST
Reprint of a popular book covering the Milwaukee Road east of Montana with 200 photos covering *Hiawathas*, coal, ore, mail in the period 1920-1970. Maps and timetables. **$19.95.**

MILWAUKEE RAILS
Available Again. This is the last good look at the Milwaukee Road before bankruptcy, loss of thousands of miles of track, and the takeover by the Soo. There are photos of nearly every type of motive power used on the Milwaukee between 1965-1980. 250 pages. Color jacket, hard cover. **$30.95.**

THE NATION PAYS AGAIN. The Story of the Decline and Fall of the Milwaukee Road
This inside account of the last years of the Milwaukee Road is sure to make you angry. The management, according to the author, was totally ineffectual. Soft cover. **$23.95.**

THE RAILROADS OF SOUTHWESTERN WISCONSIN
Includes the railroads in the Madison, Janesville, Prairie Du Chien are–primarily the Milwaukee Road but also the IC and C&NW. Covers construction, glory days, decline, abandonment. 200 photos. Best feature–40 Maps. 184 pages. **$19.95.**

Milwaukee Road's Minneapolis Depot
A fine pencil drawing of the beautiful Minneapolis Depot with one of America's famous trainsheds. Printed on high quality paper, 8" x 11", signed and numbered. Limited to 500 prints. **$5.00.**

$1.00 postage per book.

RAILROAD BOOK NEWSLETTER
P.O. BOX 684 ANOKA, MN 55303
Guaranteed Satisfaction.

dle Division means M1 4-8-2's moving coal up the four-track "broad way" through towns like Tyrone and Duncannon. Among Grand Trunk Western faithful, Detroit Division sparks memories of 6300-class U-3-b 4-8-4's roaring through the cozy suburbs of Royal Oak and Birmingham, headed for Durand with cars for the *Inter-City Limited* or *LaSalle*. And along the Santa Fe, mention Colorado Division and you're talking warbonnet F7's grinding through Raton Pass with the *Chief* and other members of the tribe.

Shenandoah Division holds some of us in similar sway. An NS employee we know thinks the railroad—not unmindful of its heritage—eventually will bring back the name Shenandoah. Let's hope so. After all, would Jimmy Stewart have bothered to star in a movie called "Radford?"

SPEAKING of Durand, as any Michigan train-watcher can tell you, no story about railroading in the Wolverine State would be complete without at least a brief reference to the Grand Trunk Western depot in that railroad town of railroad towns. Which is why we squeezed a photo of the venerable station onto the last page of Ron Cady's "Michigan Metamorphosis" [page 38, October 1987 TRAINS]. California has its LAUPT, Massachusetts its South Station, and Michigan this 82-year-old landmark station.

Our photo of the Durand depot, taken by the Editor, is just one of thousands that must have been shot at the site over the years. No fewer than 33 Durand photos occupy a folder in the GTW portion of TRAINS' photo files. Most interpret the station in the

Continued on page 78

Magazine Project Index

Directory Volume 1 MODEL RAILROADER & TRAINS ... $7.95
Directory Volume 2 RMC & Railroad Railfan* $7.95
*(Due Feb.) Pre Publish Special $25.75
Shipped via UPS (Insured)
SASE for sample pages and full details

Stephans' Railroad Directory
101 North Fenton Rd., Chenango Forks, NY 13746

All Aboard! Leanin' Tree has correspondence cards (blank inside) featuring the full-color train art of Howard Fogg, Jan Ron and others. Send $1 for a full-color catalog and sample card—and we'll send you a coupon worth $2 off your first order! Satisfaction guaranteed!

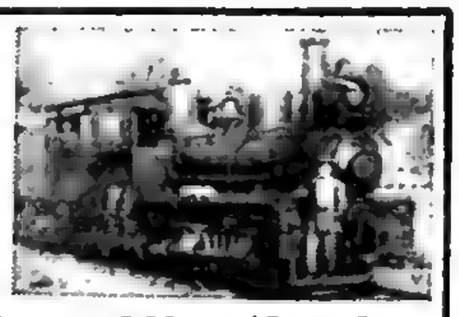
Box 9500-DK32
Boulder, CO 80301
LEANIN' TREE

ENGINEER TED
Adorable 14" high, removable overalls & scarf. Child safe. Send check or money order for $26.00 plus $2.50 shipping & handling. Calif. res. add 6% sales tax. (No cash please)
CENTRAL CALIFORNIA EXPRESS
1625 E. Pine, Dept. T • Lompoc, CA 93436

South American Steam 1988 Tours
- Tours to: Argentina, Paraguay, Ecuador, Colombia and Guatemala
- Charter Steam Trains
- Plenty of Photo Run-bys and Cab Rides
- Linesiding Opportunities – Spectacular Scenery
- In-Depth Study of Rail Systems
- Extra Time for Railfanning or Sightseeing
- Write or Call for Brochure and Itinerary

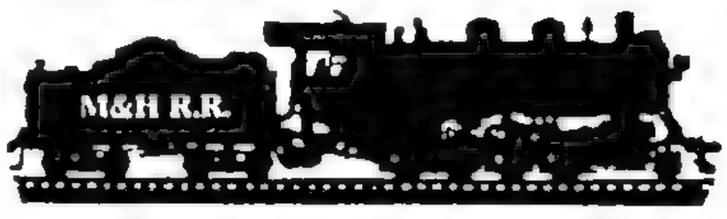
Trains Unlimited, Tours
c/o The Travel Experience
1430 Myers Street, Suite H (T)
Oroville, CA 95965 (916) 534-8555
Tours organized by Chris W. Skow

Carolina Railroading....with Heritage!

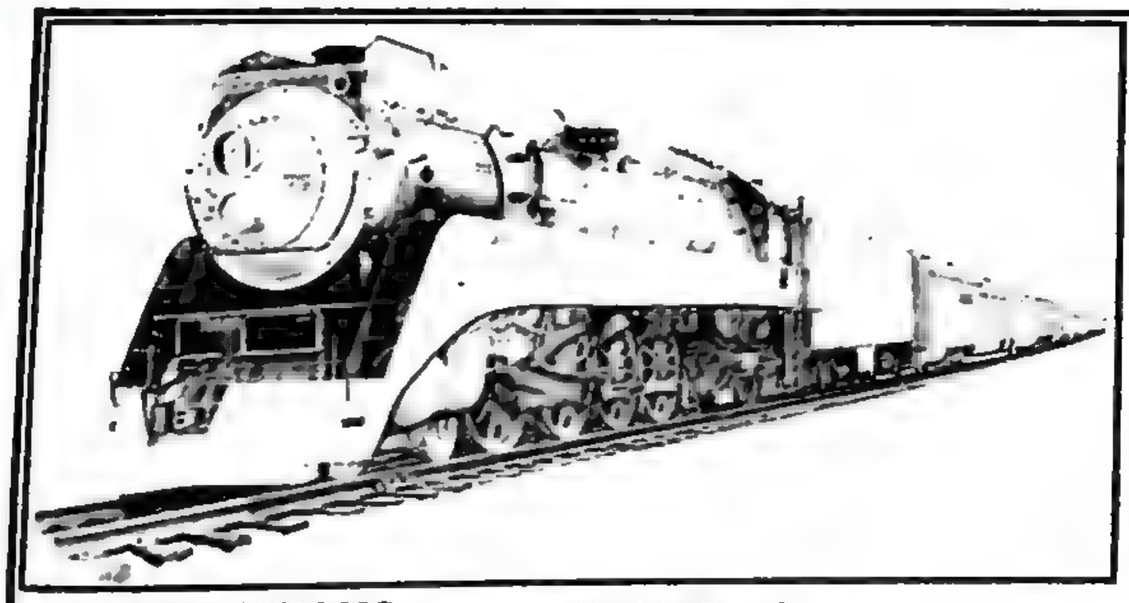


Railroading in the Carolina Sandhills: Volume 2: The 20th Century (1900-1985) 350+ illus., 420 different railroad companies/operations. 8½x11", hardback, 256 pages, wrapped. $40.
Volume 1: The 19th Century (1825-1900): 190 illus., 262 railroads, 8½x11" hardback, 224 pages; $35. Both: ACL, SAL, SOU., NS Ry.
The Piedmont & Northern (Electric) Railway VIDEO: 55 min. of color original footage (1948 & 1957-61) of the ONLY mainline electric RR in the deep south! VHS or BETA. $39.95 ALL items post. paid. NC residents include 5% Sales Tax. We accept VISA or MasterCard!
Send check, money order or card numbers/signature/expiration to:
Heritage Pub. Co., 207 Kimrod Ln., Matthews, NC 28105.

WANTED
30,000 rail buffs to send -
or MORE to help return steam to M&H Railroad, Middletown, Pa. Target date – June 4, 1988. Larger gifts receive lifetime pass. Write for info. We'll send beautiful historic button with date imprinted. T-shirts available, all sizes.
$1*



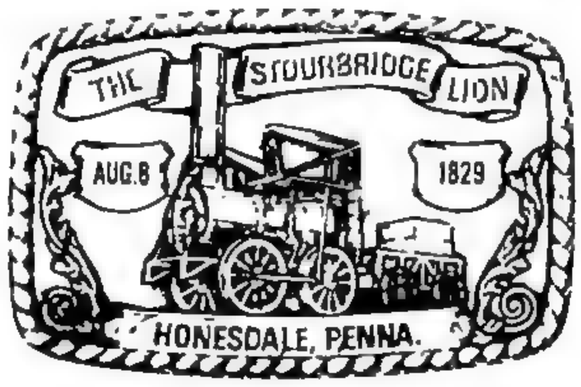
"Friends For Steam"
P.O. Box 16, Middletown, Pa. 17057
*Include 22c postage.
A Pennsylvania non-profit group. Tax deductable in 1988.



Ned Reed worked over 9 months to capture with detailed accuracy the SP4449, "Daylight."
A **Collector-Quality print** delivered in a mailing tube with framing instructions and history provided. 20" × 28" Ltd. Edition 500
Send check or money order $85.00 + $4.00 shipping & handling.

ILLUSTRATIONS NED
Ned F. Reed
Freelance Artist
PO Box 265 • Bandon, OR 97411 **(503) 347-3735**

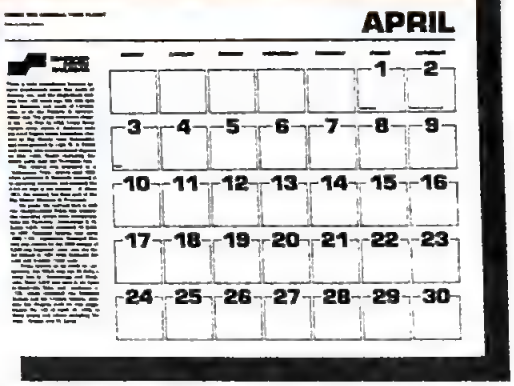
Commemorative Buckle



1st Steam Locomotive Run in U.S.
Pewter Finish. Hi-Relief With Stand.
$15. + $1. Shipping.
N.J. Residents Add 90¢ ST.
D.J. Dorflinger, Box 253,
Berlin, N.J. 08009

TRAINS 1988 Calendar — Great railroading for you, year-round!

You can enjoy all the excitement and glory of railroading, every day of the year – with TRAINS Magazine's 1988 full-color calendar! TRAINS' 1988 calendar brings all the drama of railroading to you in 13 magnificent 11″x14″ color photos. Included is a wonderful variety of subjects – steam, diesel, and electric – from across North America, and informative essays accompany each marvelous photo! Printed on heavy gloss stock, TRAINS' 1988 calendar is attractive and useful, with ample space to write appointments and special events. Ask for TRAINS' 1988 calendar at your hobby shop or bookstore – or order from Kalmbach today!



$7.95

68044

BONUS SAVINGS:

BUY 2 OR MORE CALENDARS FROM US AND WE PAY THE POSTAGE!

To order, use the Kalmbach order form bound in this magazine, or send to Kalmbach Publishing Co., 1027 N. 7th St., Milwaukee, WI 53233. Include for postage and handling: U. S., $1; foreign $1.50. On orders of two or more calendars, we pay the postage! Wisconsin residents add 5% sales tax.

CH TOMASHEK

Boston & Maine

A full color, 17x22" print of an original airbrush acrylic painting, depicting detail of a B&M GP 38-2 in Binghamton, NY on a bright October day in 1984.

The edition is printed on fine 80 lb. stock and is limited to 450 signed and numbered prints, plus 50 remarqued artist proofs.

Boston & Maine Print	
Signed & Numbered	$40.00
Artist Proof	75.00
Original	1800.00

Minnesota residents include 6% sales tax. Please include $5 to cover 1st class flat mailing. Send your check or money order to:

Charles Tomashek
717 Harriet Street
Winona, MN 55987
(507) 454-5681

SLIDES ON APPROVAL
– SEE BEFORE YOU BUY –
Large selection on most roads
Diesel - Steam - Electric
Most are priced 25¢ - 50¢ - 75¢
LSSAE for details
Wallin's Approval Slides
Box 1784, Springfield, IL 62705

1988 ALL COLOR RDC CALENDAR

Everybody's favorite doodlebug is captured in 14 different **full color** views. Budds featured are AT&SF, B&O, B&M, CN, CP, PGE, NH, NYC, C&NW, DM&IR, WP, SP, LV and a rare photo of the RDC demonstrator in use on the Monon! In portrait, in action and in beautiful color, enjoy the RDC's for the twelve months of 1988!

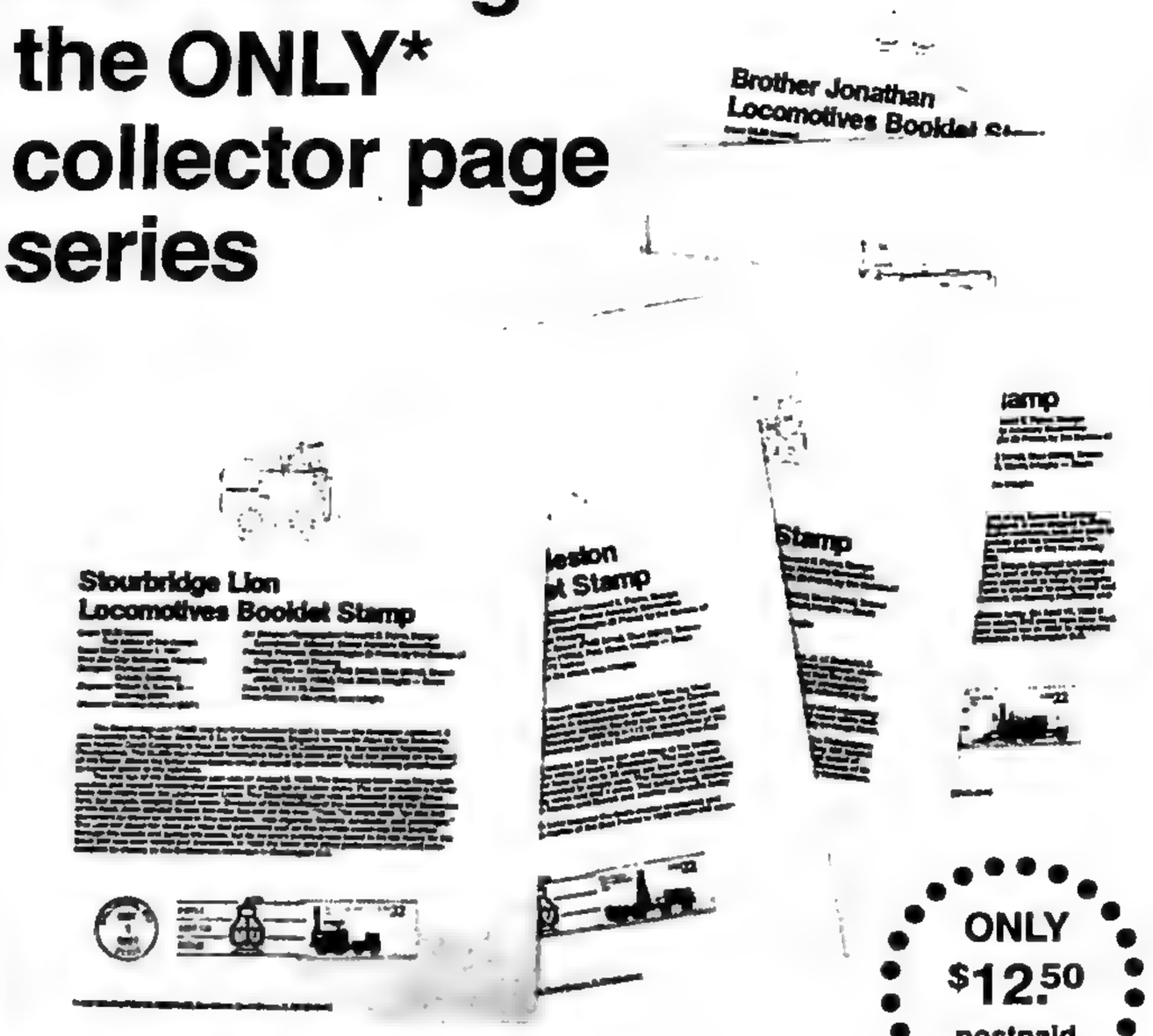
RDC NORTH AMERICA!

ONLY 1000 IN PRINT

$6.50 + $1.00 POSTAGE-
NEW YORK RESIDENTS
ADD APPLICABLE SALES TAX

THE WEEKEND CHIEF PUBLISHING CO.
P.O. BOX 1676 RDC-2
MINEOLA, N.Y. 11501

Announcing the ONLY* collector page series



ONLY $12.50 postpaid

additional copies to same address, $11.00 each

for the NEW LOCOMOTIVES BOOKLET STAMPS

Enhance your collection with these colorful pages detailing each of the five locomotives from the first decade of steam. Order your copy of this limited edition today! Makes a super gift for stamp collectors, railfans, or history buffs.

*The U.S. Postal Service produced only one page for the full pane of five stamps.

- Five colorful pages
- Each with Historical Background
- Specimen stamp on each page
- First Day Cancellation
- Printed on Watermarked bond paper
- Handsome Folder
- Framable and highly collectable

Send me _____ set(s) of the Five Locomotive pages in handsome folder. I have enclosed payment of $12.50 for the first set and any additional sets $11.00 each. (Orders outside North America add $4.00 per set)

(please print)

Payment by _____ check _____ Visa _____ Mastercard, Other _____

Card No. _____ Exp. Date _____

Phone Number _____

Signature _____

Name _____

Address _____

City _____ State _____ Zip _____

MAIL TO: **CANON POSTAL HERITAGE**
P.O. Box 88444, Carol Stream, IL 60188
PHONE (312) 682-4500

VISA MasterCard

TR12

Mainline & Branchline

Grand Trunk Western in Detroit, Canadian National and Canadian Pacific in Southern Ontario, Quebec, and the Maritime

Scenes of Turntables, Yard Action and Canadian Winter at it's Best!

Rekindle Your Memories of Steam

Both Formats in Color with Narration

Specify VHS BETA

$49.95 each

Add 7% Ontario Sales Tax if applicable!

Village Station

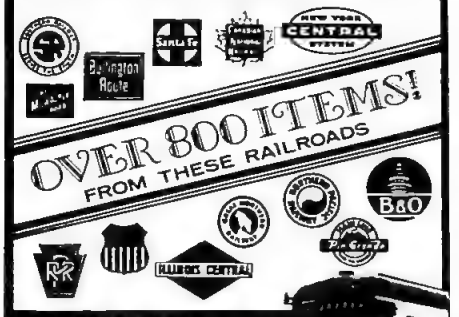
FILM PRODUCTIONS
14 Richwood Drive, Markham, Ontario L3P 3Y6

"A [illegible]OK DO[illegible] THE TRACK"

1988 [illegible]ndar comm[illegible]orating C.G.W. Black and w[illegible]pics, steam & diesel. 8½x11 pages, plasti[illegible]ound, $5.75. Also, 11x17 laminated place[illegible]ts of C.G.W. or Rock Island, $3.00. Note [illegible]ds, C.G.W. heralds, $1.25 (others avail.). Note cards - pack of 12 (4 scenes) w/envelopes, $5.00. Send SASE for full list. Checks or money order to: The Ink Spot Sta., 6 S. Frederick, Oelwein, IA 50662, 319-283-1664

DINING CAR CHINA

LINENS—CRYSTAL—SILVER—PAPER



Send $1.00 for next catalog.
Private Car Limited
3rd and 'A' Streets
Belleville, Illinois 62220

NEW! 1988 Catalog now available.

AS THE CENTURIES PASS IN THE NIGHT

This high quality 23" x 29" limited edition print of one of the most famous railroad paintings of all time is available while supplies last. The original painted by William Harden Foster in 1923 for the New York Central Railroad and used on their annual calendar, proved so popular, it was used for many years after for advertising and public relations and then donated in 1962 to the Edaville Railroad Museum. These are the first prints made since before World War II from the original painting and they are perfect for framing.

The prints are shipped in a heavy mailing tube. $22.00 includes postage within continental U. S.

Send Order and Check to:
Edaville R. R.
P.O. Box 7
So. Carver, MA 02366

Comin' at ya!

A. Thiese photo from 1986 calendar

N&W HISTORICAL SOCIETY'S 1988 CALENDAR

15 scenes, 2 in color, from the glory days of the Norfolk & Western and Virginian Railways. Send $6.00 to:

Calendar, Dept. T
P.O. Box 1218
Roanoke, VA 24006

1986 & 1987 calendars also still available in limited quantities for $6.00.

New Traction Videos

Send now for free literature

Go to where the cars are running with a new Transit Gloria Mundi traction video. Extensive summer shooting in San Francisco, Sacramento, Portland, Vancouver, Calgary, and Pittsburgh will bring new titles by Christmas, more in the spring. Complete details available by the time this ad runs - send for free literature.

And don't forget, the cars are running in Charleroi, Belgium, on

Mines, Mills, and Metro 90 min. $59.50
and on the cable car lines of San Francisco in
Ropes and Rails 45 min. $49.50
both available *now* in VHS and Beta from

Transit Gloria Mundi
36 East 27th Street, Dept A
Baltimore, MD 21218

A Howard Fogg Print — from TRAINS!

FOGG'S 400

Now TRAINS Magazine brings you a quality, full-color print of Howard Fogg's dramatic painting of Chicago & North Western's 400. Measuring 32" x 24", this limited-edition print is a superb reproduction of Fogg's original watercolor as featured in December 1986 TRAINS. Available only from TRAINS, your copy of this print will be shipped in a sturdy mailing tube. Order while supplies last—order today! #68042

$7.95

"Fogg's 400" depicts C&NW E-2-A 4-6-2 2908 leading the *400* through Wilmette, Ill.

To order, use the Kalmbach order form bound in this magazine, or send to Kalmbach Publishing Co. 1027 N. 7th St., Milwaukee, WI 53233. Include for postage and handling: U S., $1; foreign $1.50. Wisconsin residents add 5% sales tax.

Continued from page 74

time-honored manner: twin turrets standing sentinel over the Ann Arbor/GTW and GTW Detroit Division/Chicago Division diamonds, set-out sleeper awaiting pickup for Detroit, smashboards protecting the Port Huron-Chicago main as north or southbound Annie and Grand Trunk locals wait for a westbound *Inter-City Limited* to clear the junction. Perhaps no small-town depot anywhere in North America could pack as much action into one scene.

Things have quieted down somewhat on Durand's rails, but the station's future appears bright. The station still serves passengers traveling on Amtrak's Chicago-Toronto *International*, and Grand Trunk freights continue to mix with those of other local carriers, these days the Tuscola & Saginaw Bay (an Ann Arbor successor) and the brand-new Central Michigan Railway (GTW's old Bay City and Muskegon lines). Efforts to restore the station are being directed by Durand Union Station, Inc., whose predecessor group fought GTW to save the structure. The station's new patrons are seeking state legislation to designate the depot as the State Railroad History Museum and Information Center. The depot group is offering a three-page history of the station at no charge. To obtain one, send a stamped, self-addressed business-size envelope to Durand Union Station, P.O. Box 106, Durand, MI 48429.

P.S. Sharp-eyed readers might have thought they were seeing two father-and-son teams in the same issue in the November 1987 TRAINS. Eric G. Nelson and his father, Bruce J. Nelson, collaborated on photos of the Washington Central [pages 40-43], all right, but Elrond *G.* Lawrence and Elrond *B.* Lawrence, credited with news photos on page 13, are one and the same. For the record, Elrond's middle initial is G. Sorry. 1

STATEMENT OF OWNERSHIP, MANAGEMENT AND CIRCULATION
(Required by 39 U.S.C. 3685)

1A. Title of publication: TRAINS.
1B. Publication No.: 529850.
2. Date of filing: September 30, 1987.
3. Frequency of issue: Monthly.
3A. No. of issues published annually: 12.
3B. Annual subscription price: $25.00.
4. Location of known office of publication: 1027 N. 7th St., Milwaukee, Milwaukee County, WI 53233-1471.
5. Location of the headquarters of general business offices of the publishers: Same.
6. Publisher: Walter J. Mundschau, 1027 N. 7th St., Milwaukee, WI 53233-1471; Editor: J. David Ingles, 1027 N. 7th St., Milwaukee, WI 53233-1471; Managing Editor: N/A.
7. Owner: Kalmbach Publishing Co., 1027 N. 7th St., Milwaukee, WI 53233-1471; stockholders owning or holding 1 per cent or more of total amount of stock are: William B. Calhoun Jr., Box 2166, Estes Park, CO 80517; Drayton Cochran, c/o Wellington & Co., 120 Broadway, New York, NY 10005; Alexander L. H. Darragh, Route 8, Box 95, Harrison, AR 72601; George A. Oluff, 1027 N. 7th St., Milwaukee, WI 53233; Elizabeth K. Grunden, 10926 Leaning Ash Ln., Houston, TX 77079; Linda H. Hanson, 22154 Harbor Rd., Barrington, IL 60010; Robert L. Hayden Jr., 1027 N. 7th St., Milwaukee, WI 53233; Dr. H. W. Hein, 2549 S. Kinnickinnic Av., Milwaukee, WI 53207; George F. Hirschmann Trust, 635 Glenridge Dr., Glenview, IL 60025; Margaret Jenkins, 2434 N. 102 St., Wauwatosa, WI 53226; Charles A. Kalmbach, 7435 N. Braeburn Ln., Glendale, WI 53209; Lois P. Kalmbach, 7435 N. Braeburn Ln., Glendale, WI 53209; William H. Kalmbach, 206 W. Johanna, Austin, TX 78704; James J. King, 1027 N. 7th St., Milwaukee, WI 53233; Kathryn Mahnke, 10006 La Placita Dr., Rancho Cordova, CA 95670; Ray J. Mertz, 10200 W. Bluemound Rd., #719, Wauwatosa, Milwaukee, WI 53226; David P. Morgan, P. O. Box 702, Elm Grove, WI 53122; Walter J. Mundschau, 1027 N. 7th St., Milwaukee, WI 53233; Norma Thornburgh and/or David B. Thornburgh, 5530 80 St., N., #C303, St. Petersburg, FL 33709.
8. Known bondholders, mortgagees, and other security holders owning or holding 1 per cent or more of total amount of bonds, mortgages or other securities: First Bank Milwaukee (N.A.), 201 W. Wisconsin Av., Milwaukee, WI 53259-1000.
9. For completion by nonprofit organizations authorized to mail at special rates (Section 423.12 DMM only): —
10. Extent and nature of circulation:

	Average no. copies each issue during preceding 12 months	Actual no. of copies of single issue published nearest to filing date
A. Total no. of copies printed (net press run)	111,006	117,032
B. Paid circulation		
1. Sales through dealers and carriers, street vendors and counter sales	27,131	23,770
2. Mail subscriptions	59,615	65,844
C. Total paid circulation (sum of 10B1 and 10B2)	86,746	91,614
D. Free distribution by mail, carrier or other means samples, complimentary, and other free copies	408	444
E. Total distribution (sum of C and D)	87,154	92,058
F. Copies not distributed		
1. Office use, left over, unaccounted, spoiled after printing	3,313	4,254
2. Return from news agents	20,539	20,720
G. Total (sum of E, F1 and 2—should equal net press run shown in A)	111,006	117,032

11. I certify that the statements made by me above are correct and complete.
Sharon M. Drabinski, Office Manager.

Builder's Photograph Personal Collection For Sale

One-of-a-kind, irreplaceable, 8" x 10" sharp and clear photographs from the original negatives. Black-and-white and color. No duplicates.

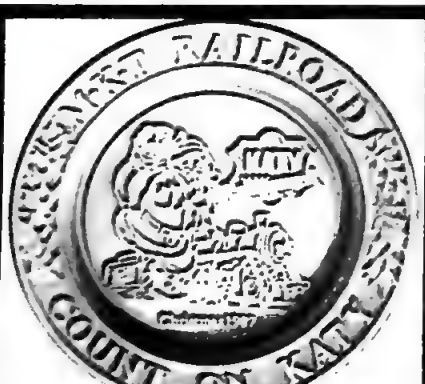
EMD, DD-GM, GE, Montreal, Lima, Budd, PS, ACF-steam. Rapid-transit builder's photos also. List $2, specify your railroad interest. *Rare locomotive catalogs.*

Jim Kerr
Box 177
Alburg, VT 05440

45 Min. VHS Video
Mt. Washington COG RAILWAY
Climb New England's Tallest Peak on the World's 1st Cog RR (1869)
25% Grade at 4 MPH to summit on Antique Steam Train
SEND ——— $34.95 Del.

GREENMOUNTAIN RR
70 MIN VHS OF 52 MILE VT. RR
RIDE IN CAB OF A GP9 THRU ROCK CUTS & OVER TRESTLES TO RUTLAND
SEND ——— $34.95 Del.
OR ORDER BOTH FOR $54.95

Kenson Video
47 ARLENE AVE.
WILMINGTON, MA 01887
— RAILROAD ADVENTURES —



Actual size of plate-9½".

The **M-K-T** is allowing us to offer their **1987 Christmas plate** to the public. This "pewter finish" edition of 1000 will be signed and numbered by the artist. Collector's should take special note as this will likely be the last one due to a probable merger.

The plates are $18.95 + 2.00 UPS and handling. Kansas residents add 99¢ sales tax.

Send check or money order to:

DEMAREA DESIGN
12309 WEDD
OVERLAND PARK, KS
66213

INCLUDE NAME AND EXACT STREET ADDRESS for U.P.S.
Allow 4-6 weeks.

NATIONAL RAILWAY HISTORICAL SOCIETY

Your membership invited:

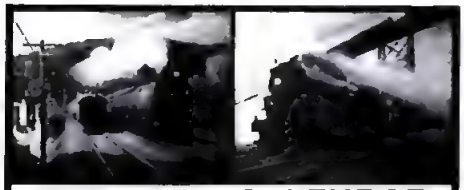
Write
Post Office Box 58153
Philadelphia, PA 19102

R.V. NIXON -R.H. KINDIG
JACKSON THODE-B. ANDREWS
Black & White Photos
November -December Limited Run

Now is your opportunity to build a collection of QUALITY prints from the negatives of well-know rail photographers.

Set	Road	Prints	5x7
BA 119	RGS Misc. Geese	8	$8.80
BA 120	Misc. Steam on RGS	8	8.80
BA 121	ATSF Misc. Diesel Pass	8	8.80
RK 62	UP 3900's Challengers	10	11.00
RK 63	UP 800's 4-8-4's	10	11.00
RK 64	UP 2-8-0's	10	11.00
JT 17	DRG 3500 & 3600's	10	11.00
RN 3	NP Misc. Steam	10	11.00

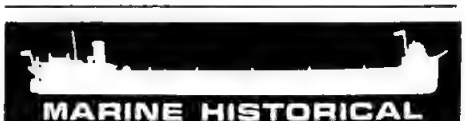
Information sheets sent upon request
TOM KLINGER
11735 W. 38th Ave. Wheat Ridge, CO 80033
VISA-MASTERCARD PHONE (303) 424-6376



RAILROAD CALENDAR PRINTS IN COLOR
8½" x 11" each

32 DIFFERENT PRR .....10.50 POSTPAID
16 DIFFERENT NYC ..... 8.50 POSTPAID
SEND S.A.E. FOR R.R. BROCHURE

A. F. STAUFER, 2244 REMSEN, MEDINA, OH 44256



MARINE HISTORICAL SOCIETY OF DETROIT

Great Lakes Ships 1988 Date Calendar
12 Photos of Historic Great Lakes Ships
Suitable for Framing.
Calendar **$7.50**
— OR —
Marine Historical Society Membership.
Includes:
Calendar, Monthly Publication, Meetings, Events.
Annual Dues **$15.00**

REMIT (U.S. Funds) TO:
M.H.S.D.—Dept. T
20255 Wellesley, Birmingham, MI 48010

All Aboard!

An Amtrak ticket —
A trip around the world
or anything in between

A travel agent
for the rail fan

Call us or write us
for all your travel needs

CHALLENGER TOURS

3672 NOTTINGHAM WAY
P.O. BOX 8965
TRENTON, N.J. 08650
609-586-4664

THINK ABOUT A SUBSCRIPTION FOR STOCK IN A NEW RAILROAD THIS SEASON AS THAT UNIQUE GIFT WITH A MEANING. HANDSOME "CERTIFICATE OF SUBSCRIPTION" CAN BE FRAMED OR WRAPPED FOR PRESENTATION.

This announcement is neither an offer to sell nor a solicitation of an offer to buy any of these securities. The offer is made only by the Prospectus.

NEW ISSUE

PIONEER RAILROAD COMPANY, INC.

COMMON STOCK —— PRICE $1.00 PER SHARE

The Company will engage in the acquisition, development and operation of Shortline and Regional Railroads in North America.

Copies of the Prospectus may be obtained in any State from only such of the undersigned as may legally offer these Securities in compliance with the securities laws of such State.

PIONEER RAILROAD COMPANY, INC.
1016 First National Bank Building, Peoria, Illinois 61602 309/673-4508

EXPANDED SECOND EDITION!

BOOK TELLS ALL! Only $24.95

THE NATION PAYS AGAIN

THE MILWAUKEE ROAD

"THE NATION PAYS AGAIN"
More Text, More Pictures, The Last Word!
The untold story of the death of
THE MILWAUKEE ROAD 1928-1986
by its former Staff Attorney, 175 pages — maps, photographs, train orders! Papers never before revealed in public—***AVAILABLE NOW!*** Read how and why the Milwaukee Road has disappeared.

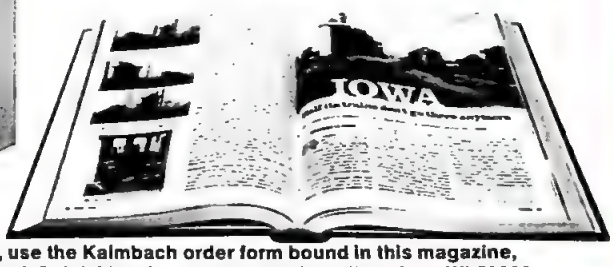
$24.95 per copy, postpaid. (Ill Residents add 7% sales tax)

Send to: **T. PLOSS**
1016 E. Hyde Park Blvd.
Chicago, IL 60615

NOW AVAILABLE!

TRAINS
BOUND VOLUME NO. 46
1985-1986

Here it is – a complete year of railroad news, railroad articles, railroad photos, right at your fingertips! TRAINS Bound Volume No. 46 includes the November 1985-October 1986 issues, plus a useful index, all protected between hard covers. Supplies are limited – order your copy today! $34.95 ($44.95 outside the U. S.) #46246



To order direct, use the Kalmbach order form bound in this magazine, or send to Kalmbach Publishing Co., 1027 N. 7th St., Milwaukee, WI 53233.
Include for postage and handling: U. S. $1, foreign $1.50. Wisconsin residents add 5% sales tax.

Advertisers! Put your sales message in front of the largest railroad enthusiast market ever – in TRAINS!

87,743* ready-to-buy readers will see the ads in this issue!

For information on advertising, call or write:

*Average paid circulation for the six months ended June 30, 1987, as filed with the Audit Bureau of Circulations, subject to audit.

Trains

Fred Hamilton
Advertising Sales Manager
TRAINS
1027 N.7th Street
Milwaukee, WI 53233
Call toll-free: 800-558-1544
In Wisconsin and Canada call collect: 414-272-2060

THE DEPOT ATTIC

377 Ashford Ave., Dobbs Ferry, NY 10522

AMERICA'S FOREMOST RETAIL STORE AND MAIL ORDER FIRM SPECIALIZING IN RAILROAD MEMORABILIA (SINCE 1956).

WE BUY COLLECTIONS OR SINGLE ITEMS

Want old timetables, chinaware, silver, stocks and bonds, switch keys, cap badges, lanterns, signs, posters, brochures, books, passes, rules, guides, depot and express items, calendars, builder's plates, and many, many miscellaneous RR items. What do you have?

ORDER THESE ORIGINAL ITEMS NOW:

1930's PUBLIC TIMETABLES—$7.50 each
Your choice of R.R.—Our choice of date and year
B&O, B&A, B&M, C&EI, CCC&StL, D&H, DL&W, ERIE, IC, LV, L&N, Mich. Cent., NYC, NYNH&H, NYS&W, NKP, NP, RDG Thru, RUT, SLSF, SP, UP, WAB

1940's PUBLIC TIMETABLES—$4.75 each
Your choice of R.R.—Our choice of date and year:
ALTON, AT&SF, ACL, B&O, BAR, B&A, B&M, CNJ Thru, CV, C&O, CB&Q, C&EI, CMStP&P, C&NW, CRI&P, CSS&SB, CCC&StL, D&H, DL&W, D&RGW, ERIE, FEC, GN, GM&O, IC, LV, LI, L&N, MEC, MC, MKT, MP, NJ&NY, NYC, NYNH&H, NYO&W, NKP,N&W, NP, MP, NJ&NY, NYC, NYNH&H, NYO&W, NKP, N&W, NP, PRR, PM, RDG Thru, RUT, SLSF, SAL, SOO, SOU, SP, T&P, TH&B, UP, WAB, WP

1950's PUBLIC TIMETABLES—$3.50 each
Your choice of R.R.—Our choice of date and year:
ATSF, A&WP, ACL, B&O, BAR, B&M, CofGA, CNJ Thru, CV, C&O, CB&Q, C&EI, CMStP&P, C&NW, CRI&P, CSS&SB, C&S, D&H, DL&W, D&RGW, ERIE, FEC, GN, GM&O, IC, LV, LI, L&N, MEC, MKT, MP, MONON, NJ&NY, NYC, NYNH&H, NKP, N&W, NP, PRR, P&LE, RF&P, RUT, SLSF, SAL, SOO, SOU, SP, T&P, TH&B, UP, WAB, WP

1960's PUBLIC TIMETABLES—$2.50 each
Your choice of R.R.—Our choice of date and year:
AT&SF, ACL, B&O, CofGA, CV, C&O, C&O - B&O, CB&Q, CMStP&P, CRI&P, CSS&SB, D&H, D&RGW, EL, FEC, GN, IC, KCS, LI, L&N, MKT, MP, MONON, NofM, NJ&NY, NYC, NYNH&H, NYS&W, NKP, N&W, NP, PRR, P&LE, RF&P, SLSF, SAL, SCL, SOO, SOU, SP, TH&B, UP

OFFICIAL GUIDE from 1940's. Our choice. $45.00
OFFICIAL GUIDE from 1950's. Our choice. $28.00
OFFICIAL GUIDE from 1960's. Our choice. $17.00

* * * *

Orders under $20.00 add 10% shipping. Shipping free over $20.00. We ship via U.P.S.

Store Hours: Sat. and Sun. only—Noon to 5
June 1st thru Labor Day—Saturday Only.

Phone 914/693-5858 evenings and weekends.
Fred Arone and John Martin, proprietors.

SEND $2.00 TO RECEIVE CATALOGS

Colorado Rail Annual no.17

Rock Island
Tennessee Pass
Ft. Collins Trolleys

Three aspects of Colorado rail history are presented in Annual No. 17, all featuring carefully researched text and many photos, along with 14 full color plates, timetables, maps and other illustrations. **ROCKETING TO THE ROCKIES** by Michael Doty and E.M. "Mel" McFarland is a detailed history of a century of Rock Island operations in Colorado, from construction to modern times. **TENNESSEE PASS** by Robert A. LeMassena examines the more than 100 years in which Rio Grande trains have struggled to crest the continental divide on Tennessee Pass, from the first narrow gauge line to today's mainline Royal Gorge Route. **FORT COLLINS TROLLEYS** combines a reprint of the text of the classic Ft. Collins history "Last of the Birneys" by Ernest Peyton and R.A. Moorman with a story of the line's restoration in new text by Al Kilminster. Color dust jacket by Howard Fogg, 225 pages, hundreds of photos and illustrations. Hardbound. **$35.95** ppd.

Colorado Railroad Museum

VISIT THE MUSEUM
OPEN 360 DAYS A YEAR

DEPT. T, BOX 10, GOLDEN COLO. 80402

Design Your Own Train

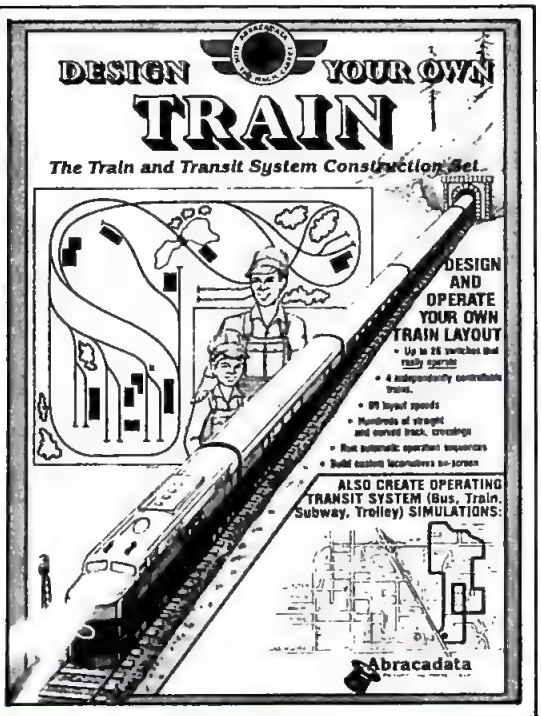
Design and operate train layouts on manual; record automatic operation sequences. Lots of scenery creation utilities. Pull-down menus, icons, 26 operating switches, 99 layout speeds, 4 independently controlled trains, 47 printers and 64 interface cards. Apple II+, IIe, IIc, IIgs, $49.95.

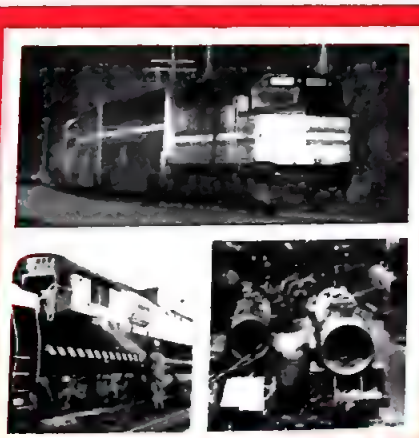
Run Your Own Train

The "flight simulation" program for *down-to-Earth* people puts you in the engineer's seat! Design, build, and operate your dream layout. Run from both the top view and the engineer's view. Apple II+, IIe, IIc, IIgs, $34.95.

(Ask about Welcome!)

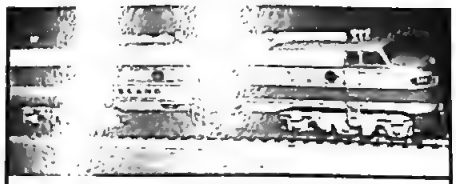
Abracadata
the source of plan-making software
Dept TR
P.O. BOX 2440
EUGENE, OR 97402
(503) 342-3030
VISA/MasterCard


DESIGN YOUR OWN
TRAIN
The Train and Transit System Construction Set.
DESIGN AND OPERATE YOUR OWN TRAIN LAYOUT
ALSO CREATE OPERATING TRANSIT SYSTEM (Bus, Train, Subway, Trolley) SIMULATIONS:
Abracadata



NEXT MONTH

WHERE 104 AMTRAK TRAINS WERE AT 8 P.M. EDT ON MAY 1, 1987; HOW DELAWARE OTSEGO GREW FROM A 2½-MILE TOURIST LINE INTO A 515-MILE SYSTEM; WHY MORGAN ENGINEERING CO. WAS TO STEAM WHAT MORRISON-KNUDSEN IS TO DIESELS . . . IN JANUARY TRAINS

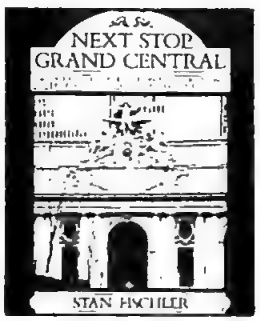


CAPTURE AN ERA IN AMERICAN RAILROADING.

Own EMD's esthetic E8 unit in O scale. All major roads available, each uniquely numbered for you. Order now. As shown with base $49.95. Two units $89.95. Shipping 10%. Allow 6 weeks.

Ill. residents add 5% tax.

RSA REPRODUCTIONS
2265 Naper Blvd., Naperville, IL 60540
Call 312-369-0811
VISA/MASTERCARD



8½x11,
176 pages,
hardcover
ISBN 0-919783-19-8
$24.95

NEXT STOP, GRAND CENTRAL!
by STAN FISCHLER

The web of commuter railroads that connects New York City with towns and cities in Connecticut, Pennsylvania, New Jersey, Long Island and upstate New York is one of the most fascinating aspects of transportation in the United States. Stan Fischler tells the gripping story of how this system came to be, from its origins in the eighteenth century to its high-tech present. Packed with photos.

THE BOSTON MILLS PRESS
132 MAIN STREET, ERIN, ONTARIO, CANADA N0B 1T0
(519) 833-2407

NEW! NEW!

"1218 RUNS SOUTHERN'S RATHOLE"

"Journey with us for the FIRST trips of newly restored 2-6-6-4 #1218 on Southern's main line from Cincinnati, Oh. to Chattanooga, Tn. See this massive engine pull trains during Sept. 1987 as she travels across bridges and attacks grades like Erlanger Hill and Kings Mt. This tape packs in the best of 5 days. We provide solid action railfan shots. No boring fillers! Stay home & avoid the stress of the chase! Full color and original sound. Professionally edited. 50 minutes ..... VHS or Beta only. $38.95

Steam Central Video Co.

VISA
M/C

1673 Collins Park
Cincinnati, Ohio 45230
1-513-579-0088

PROMPT
SERVICE

Satisfaction Guaranteed - Great for Xmas Gifts!!

WISCONSIN RAILROAD BOOK

Follow the boom and bust of a system of early Wisconsin railroads from its very beginning in the 1830's up to the present. *Railroads of Southern and Southwestern Wisconsin* is an in-depth history including over 200 pictures and numerous maps. This is the only book ever published about railroads in this region of Wisconsin. Order your copy now!

$19.95 + $1 mailing
Wis residents add
5% sales tax

Daniel J. Lanz
P.O. Box 191
Monroe, WI 53566

Dealer's Inquiries Welcome

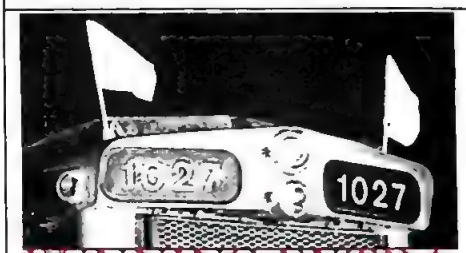
Have you seen
The NEW! Short Line?
THE SHORT LINE

More Photos and Maps
Coated paper, Larger type
Histories, Location Reports
Coverage of all the new shortlines

Subscription-6 issues
$11.00 by 2nd Class Mail
Sample copy – $1.50

The Short Line
P.O. Box 607-T
Pleasant Garden, NC 27313

The Journal of Shortline and Industrial Railroading



RUNNING EXTRA

Railfan Excursion Trips Only

Although every possible precaution is taken to ensure accuracy, TRAINS assumes no responsibility for errors in listing fan-trip schedules, which are subject to change without notice. Copy is due on the 25th of the month three months before the cover date (April 25 for the July issue, May 25 for the August issue, etc.). Insertions should be submitted in typed form and in TRAINS' style. Please specify whether times are Daylight or Standard. We reserve the right to edit undesirable copy or to refuse listing. Each insertion up to 10 lines (approximately 50 characters per line) $12.75 in advance; each additional line, $2.60; one 10-line insertion for 6 months $65. Make checks payable to TRAINS magazine, and address all correspondence to "Running Extra." Attn: Cathy Schnackenberg.

REGULARLY SCHEDULED

COLORADO

Colorado Railroad Museum open every day year around, except several winter holidays, 9 a.m. to 5 p.m. (MST). Occasionally operating an 1881 narrow gauge and famous Galloping Goose. December 5-6, 1987 are the Santa Claus runs. Largest railroad history displays in the Rocky Mountains. 17155 W. 44 Ave., off I-70 between Wheat Ridge, Colo., and Golden, Colo., 12 miles west from downtown Denver. Mail address: P.O. Box 10, Golden, CO 80402.

MASSACHUSETTS

Mystic Valley Railway Society, a non-profit corporation dedicated to educating the public on travel by rail in New England and the United States, runs interesting rail tours year-round. Regularly scheduled visits include Maine, New Hampshire, Hoosac Tunnel, Washington D. C., Colorado, California, and much more. Annual membership fee, (April 1 to March 31), $4. Membership includes our full-color New England railroading calendar. Write Mystic Valley Railway Society, P.O. Box 486, Hyde Park, MA 02136-0486, or call us 24 hours at (617) 361-4445.

MONTANA

The Izaak Walton Inn is for railfanning. Located on BN's main line 16 miles west of the Continental Divide, our Great Northern-built hotel provides delicious food, trackside rooms, a railroad bar, helper service, trestles, tunnels, and snowsheds. Glacier National Park, Marias Pass, unsurpassed photographic possibilities. Amtrak stop at Essex. Izaak Walton Inn, Box 653, Essex, MT 59916. (406) 888-5700.

EXTRA MOVEMENTS

November 1, 1987-August 24, 1988: Railfan guide for all North American, international itineraries. Years of experience abroad (India, South African steam, Australia, Europe, Canada, and South America). Individuals and small parties. Budget air, rail, and hotels. Gifts, mileage credits, and discounts. Able-bodied, security conscious. Trackpackers', T-Rail Tours, P.O. Box 65, Miami, FL 33164. (305) 940-TRIP, collect.

November 14-15, 21-22, 1987: Suwanee steam special. Round-trip excursion to Valdosta, Ga. Engine will be N&W No. 1218. Consist will have air-conditioned, open window, and recording cars. Photo runby at Fargo at the Suwannee River. For additional information send a LSSAE to: Ticket Agent, Dept. A, P.O. Box 16493, Jacksonville, FL 32245. (904) 249-1967, between 9 a.m. and 11 p.m.

November 27-December 13, 1987: Canada coast-to-coast! Twenty rides (one in cab), 7000 miles by dome, 1000 on RDC railcars. Montreal, Halifax, Yarmouth, Sydney, Jasper, Prince Rupert, Vancouver, Banff, Toronto, Montreal. Guided throughout, for $1987 including all fares, sleepers, dinners in the diner, night caps, hotels, and Amtrak roundtrip. U. S.-Canada, as little as $99. Great Railway Journeys, P.O. Box 65, Miami, FL 33164. (305) 940-8747, collect.

February 10-16, 1988: Royal Hudson to the Canadian Rockies. Join us for a once-in-a-lifetime tour as the mighty ex-Canadian Pacific 4-6-4 Royal Hudson No. 2860 returns to the CPR mainline across the Canadian Rockies. For the first time in over thirty years, the Royal Hudson will pull a passenger carrying train, entirely by day, over the stunning scenery of the CPR's route from Vancouver east. We've built a special tour around this pre-Olympics trip. Ride from Seattle, Wash., to Vancouver by motor coach, with an overnight at the Kings Inn on the new ALRT line. Then ride behind No. 2860 on a complete CPR train of the 1940's recreating the Dominion Limited. We'll travel in original wine-red ex-CPR reclining seat coaches. There will be three lounge cars including an open platform observation, and on-train meals are included from Vancouver to Banff. The first day the Royal Hudson runs from Vancouver to Revelstoke through the 4000-foot-deep Fraser and the desert-like Thompson Canyons. We steam along Kamloops and Sicamus lakes and overnight on the Columbia River in Revelstoke. The second day of the excursion features the crossing of the Selkirks and the Rockies. We climb to the five-mile Connaught tunnel, then descend through Canadian Glacier Park crossing the spectacular curved Stoney Creek trestle. At Golden we recross the Columbia and begin a long climb to the continental divide, the crest of the continent. The train traverses the narrow Kicking Horse Canyon, pauses at Field, then loops through the Spiral Tunnels on "The Big Hill," before reaching the Rocky Mountain crest at Kicking Horse Pass. We descend through Lake Louise into Banff National Park, speeding along the relatively straight track along the Bow River. We'll detrain at Banff, overnighting at Siding 29. The next morning we'll enjoy the Banff General Drive, then board the last of the great domeliners, VIA Rail Canada's Canadian, for the return trip to Vancouver with sleeping car space and Vista Dome luxury. There will be another night at the King's Inn, an ALRT tour of Vancouver, then a ride on the magnificent British Columbia Railway Cariboo Dayliner along the Howe Sound fjord, and up the Cheakamus canyon to the great Whistler Resort. Our private coach will take us on the BC Ferry across the Straits of Georgia to Nanaimo. There we'll ride the Malahat Dayliner of the Esquimalt & Nanaimo to Victoria, staying at the fine Dominion Hotel. Finally we cruise to Seattle on the Victoria Clipper catamaran. This tour will give you the glorious return of the Royal Hudson to the Rockies, plus a spectacular scenic trip through the Rockies, plus a spectacular scenic trip through the winter mountains of Canada, and rides on the Canadian, Cariboo Dayliner, Malahat Dayliner, and the ALRT, in addition to the two-day Royal Hudson ride. Per person, double, this great tour runs from $999 round-trip to/from Seattle. For information and to book: Rail Travel Center, 1201 Pacific Ave., Tacoma, WA 98402. (800) 537-6060.

March 11-24, 1988: Copper Canyon-Mexican Riviera Rail/Cruise Tour. Rail Travel Center's 1988 tour program opens with an in-depth trip to the Copper Canyon, Mexico's greatest natural wonder. Tour begins in Los Angeles, Calif., with a night in the 1930's splendor of the RMS Queen Mary, then continues with a four-night/five-day cruise on the MS Stardancer from Los Angeles to Cabo San Lucas, Puerto Vallarta, and Mazatlan. Stay on the beach at the Playa Mazatlan, then travel to Los Mochis to ride the full line of the Chihuahua Pacifico railway, Los Mochis to Chihuahua, with easy days spent enroute. There will be a two-night stop at Divisadero, on the canyon rim, plus overnights in Creel and Cuauhtemoc for local tours to waterfalls and the inner gorge. Tour concludes in El Paso, Tex., for connections to the Amtrak Eagle or Sunset to all points. Fully escorted tour Los Angeles to El Paso, including cruise fare runs from $1599. Information and to book: Rail Travel Center, 1201 Pacific Ave., Tacoma, WA 98402. (800) 537-6060.

June 6-17, 1988: Springtime in the Canadian Rockies. Join us for our annual recreation of the classic rail tour, seeing the glorious Canadian Rockies via the domeliners of VIA Rail Canada. Tour visits Vancouver, rides the steam Royal Hudson boat/train, travels to Banff on the domeliner Canadian, on the mainline of the Canadian Pacific, and includes comprehensive sightseeing in the Rockies. You'll see Banff, Lake Louise, Morraine Lake, the Yoho Valley, Emerald Lake, the Columbia Icefields Parkway, Jasper, Patricia Lake, and the jewel of Canada, Maligne Lake. Highlights include a cruise the full length of Maligne Lake and a ride over one-mile onto the face of the vast Athabasca glacier in a unique "Snow Coach." Tour returns to Vancouver on the Canadian National route, over Yellowhead Pass, and through the stunning Fraser Canyon. Visits to Victoria, the Butchart Gardens, and a ride on the E&N are available as well. The escorted tour, round-trip from Seattle, Wash., runs from $1299 per person, double. For information and to book: Rail Travel Center, 1201 Pacific Ave., Tacoma, WA 98402. (800) 537-6060.

June 18-July 2, 1988: The Rocky Mountain Railroad Club will be celebrating its 50th Anniversary in 1988. To help celebrate, we are planning over 14 railroad activities throughout Colorado. We've chartered special trains on the Durango & Silverton, Cumbres & Toltec (both trips will be doubleheaded steam!), Georgetown Loop, Cadillac & Lake City (ex-Rock Island's Rocky Mountain Rocket route), Manitou & Pikes Peak, Cripple Creek & Victor, and Union Pacific's 3985 trip out of Denver. Enjoy guided field trips following old railroad grades through the Colorado Rockies. For more information on a superb Colorado railroad vacation, send SSAE to the Rocky Mountain Railroad Club, P.O. Box 2391, Denver, CO 80201.

July 6-17, 1988: Colorado by rail tour. Join us for a grand tour of Colorado's Rocky Mountains, using Amtrak and Colorado's unique narrow gauge lines. This year's tour recreates the legendary "Narrow Gauge Circle," as well as visiting the Georgetown Loop, Royal Gorge, and Pikes Peak railways. The tour includes the Colorado Railroad Museum, the Peak to Peak Highway, Rocky Mountain National Park, a ride on the Georgetown Loop Railroad with a tour of a silver mine, and dinner in Colorado Springs at the restored D&RGW depot. We continue up Pikes Peak by cog train, ride the miniature Royal Gorge Scenic Railway, and travel by jeep up the abandoned South Park grade to the Alpine Tunnel, and over Marshall Pass on the grade of the Rio Grande narrow gauge mainline. You'll ride the longest regularly scheduled steam line in North America as we ride the Cumbres & Toltec all the way from Antonito to Chama, over Cumbres Pass and through the Los Pinos Canyon and the Toltec Gorge. Spend two nights in Durango at the Victorian General Palmer House, then ride the renowned Silverton train round-trip to Silverton with a one-way ride in a 105-year-old parlor car, the Alamosa. The tour visits the cliff dwellings of Mesa Verde National Park, then follows the Rio Grande Southern grade over Lizard Head Pass to Telluride and Ouray. The finale is a run from Denver to Salt Lake City, Ut., on one of the most spectacular routes on the Amtrak system, the Rio Grande mainline, on the Superliner California Zephyr. This year we've got a very special option on the Zephyr. The basic tour price includes regular Amtrak coach service, but we've chartered an original California Zephyr dome car from the Roaring Fork Railroad, and it will be available as an extra fare option including deluxe parlor seating with meals. The basic tour price per person double is only $1399. The dome car option adds $150. For information and to book: Rail Travel Center, 1201 Pacific Ave., Tacoma, WA 98402. (800) 537-6060.

August 9-21 or 24, 1988: Canada's wilderness trains. In 1987 this trip sold-out by private letter in ten days. For 1988 we have improved the trip by offering the option to travel VIA Rail from coast-to-coast. Tour Toronto by 1920's Peter Witt trolley, cruise Lake Muskoka on the 101-year-old steamboat RMS Segwun, then board the trains for the roadless wilderness of the Canadian Shield. We take the Ontario Northland's former Swiss TEE, the Northlander, to Timmins and the Polar Bear Express to Moosonee. The Algoma Central takes us through breathtaking canyons to the Agawa Canyon, and we cruise the locks at Sault Ste. Marie. We ride the last of the domeliners, the Canadian, from Terrace Bay to Winnipeg along the North Shore of Lake Superior and the Hudson Bay round-trip to Churchill, more than 400 miles beyond the continuous road system of North America. We'll spend three days in Churchill, see Fort Prince of Wales, visit the Inuit Eskimos at Eskimo Point, and go whale-watching on Hudson Bay. In Winnipeg we ride the steam powered Prairie Dog Central Railroad and cruise the Red River to Lower Fort Garry. Then it's on to the Rockies on the Super Continental domeliner to Jasper, with a ride on the stunning Columbia Icefields Parkway and the Snow Coach tour onto the face of the Athabasca glacier. At Lake Louise we board the legendary Canadian again, this time for the ride over Kicking Horse Pass and through the Spiral Tunnels to Vancouver. The tour may be taken either all the way Toronto to Vancouver or Toronto to Winnipeg. The basic program, with all activities through Winnipeg, runs from $2199 per person, double. The add-on for the Rockies runs from only $479 double. For information and to book: Rail Travel Center, 1201 Pacific Ave., Tacoma, WA 98402. (800) 537-6060.

September 19-30, 1988: Autumn in the Canadian Rockies. Join us for our annual recreation of the classic rail tour, seeing the glorious Canadian Rockies via the domeliners of VIA Rail Canada. Tour visits Vancouver, rides the steam Royal Hudson boat train, travels to Banff on the domeliner Canadian, on the mainline of the Canadian Pacific, and includes comprehensive sightseeing in the Rockies. You'll see Banff, Lake Louise, Morraine Lake, the Yoho Valley, Emerald Lake, the Columbia Icefields Parkway, Jasper, Patricia Lake, and the jewel of Canada, Maligne Lake. Highlights include a cruise the full length of Maligne Lake and a ride over one-mile onto the face of the vast Athabasca glacier in a unique "Snow Coach." Tour returns to Vancouver on the Canadian National route, over Yellowhead Pass, and through the stunning Fraser Canyon. Visits to Victoria, the Butchart Gardens, and a ride on the E&N are available as well. The escorted tour, round-trip from Seattle, Wash., runs from $1299 per person, double. For information and to book: Rail Travel Center, 1201 Pacific Ave., Tacoma, WA 98402. (800) 537-6060.

October 6-21, 1988: The great autumn tour, the U. S. and Canada. Follow the fall colors from Ontario to New England on a grand cruise tour. The highlight of this trip will be a four-night five-day St. Lawrence River-Thousand Islands cruise on the recreated river steamer Canadian Empress. We'll cruise to the Boldt Castle, Alexandria Bay, Upper Canada Village, and the Thousand Islands, with all meals and shore excursions included on the cruise. The tour begins with a tour of Toronto by 1920's Peter Witt trolley and continues with visits to Ottawa, Quebec City, the Laurentian Mountains at the color peak, Montreal, and the amazing Montreal underground. We'll enjoy an 18th century French Canadian banquet, walk through Old Montreal, then ride one of Amtrak's most scenic lines in the northeast, the Adirondack, along the shores of Lake Champlain through the high Adirondack mountains. We travel to Boston, Mass., tour Lexington, Mass., and Concord, Mass., Plymouth plantation, and Sturbridge village, and ride the Cape Cod & Hyannis Railroad, the two-foot narrow gauge Edaville (by steam), and the former Boston & Maine Minuteman Line to Fitchburg, Mass. Special hotels are featured throughout including the beautiful Chateau Laurier, the Queen Elizabeth, the 1770 Publick House Inn, the Williams Inn, and a two-night stay at the renowned Mohonk Mountain House. Our gentle pace includes three two-night stays, and one of four nights and you can extend your tour optionally for an additional week and see the Poconos and the Pennsylvania Dutch Country, Gettysburg, Pa., Shenandoah National Park, Charlottesville, Va., and the restored colonial Williamsburg, Va., too. The basic tour price from Toronto to New York, N. Y., October 6-21, 1988, is only $1999 per person, double. The optional week's extension to Virginia adds only $999 double. You'll ride VIA Rail's high-speed LRC's in club car luxury, the Amtrak Adirondack, the Cape Cod & Hyannis, Edaville, and Boston & Maine lines, and tour back roads by private coach, plus enjoy a historic and unusual cruise on the gorgeous St. Lawrence River with lodging at grand hotels and country inns. For information and to book: Rail Travel Center, 1201 Pacific Ave., Tacoma, WA 98402. (800) 537-6060.

October 15-28, 1988: The grand fall tour, the historic and scenic east. Join us as we follow the fall colors from New England to Virginia, and explore our Civil, Colonial, and Revolutionary wars' shrines. Our 1988 finale highlights grand hotels, country inns, and a relaxed pace. In the two weeks there are four two-night stays and we take you to those "special little places" that everyone wants to go to in the autumn, but which are always full. Using a private coach and nine different shortline railroads, plus 125-mile per hour Amtrak trains, we'll recreate an earlier and more civilized era of touring. We travel from Boston, Mass., to the Edaville Railroad, a two-foot narrow gauge steam line, by deluxe 1930's parlor car on the Cape Cod & Hyannis Railroad, with brunch in the diner. We'll see the recreated pilgrim town at Plymouth plantation and follow Paul Revere to Lexington, Mass., and Concord, Mass. We see the 1840's at Sturbridge village, drive over the Berkshires on the Mohawk trail, visit the Rockwell gallery in Stockbridge, and spend two nights and three days in the magnificent car-free world of the Mohonk Mountain House with all meals included. You'll ride through the Catskills on the Delaware & Ulster's Red Heifer and climb Pocono summit behind steam on the former Lackawanna mainline of Steamtown, USA. We'll stay at the beautifully restored Hilton at Lackawanna Station in Scranton and ride the steam powered Blue Mountain & Reading along a historic, abandoned canal. Two nights follow at the landmark Hotel Hershey with a one-day trip to the last regularly operated narrow gauge line in the eastern, U. S., the East Broad Top, which gives us a steam ride through the rugged Pennsylvania hills. We'll meet the plain people, the Amish, from the Short Line to Paradise, the steam Strasburg Rail Road, and have an Amish banquet at the Plain and Fancy restaurant. At Gettysburg, Pa., we'll tour the battlefield and enjoy a chartered train (steam) on the Gettysburg Railroad. Our coach takes us south to Shenandoah National Park where we crest the Blue Ridge, stay at the lovely Big Meadows Lodge, and tour the Luray Caverns. We'll drive along the Blue Ridge Parkway and see Jefferson's beloved Monticello in Charlottesville, Va., before continuing to colonial Williamsburg, Va., where we'll dine in colonial taverns and see the remarkable recreation of the 18th century Virginia city during a two-night stay. Finally Amtrak speeds us back to Boston to conclude a remarkable tour of the historic and scenic east at the fall color peak. Per person double the trip is only $1999 and for $999 more you can add the week of October 6-14, 1988, and see the colors of Ontario and Quebec as well, including a cruise on the St. Lawrence River on the recreated river steamer Canadian Empress and thorough visits to Toronto, Kingston, Ottawa, Quebec, and Montreal. For information and to book: Rail Travel Center, 1201 Pacific Ave., Tacoma, WA 98402. (800) 537-6060.

OVERSEAS

Australia – May 8-23 or 30, 1988: Australia by rail tour. Join us for a comprehensive tour of the wonder down under on the deluxe trains of Railways of Australia. You may travel for two or three weeks. The basic two-week tour covers Sydney, Alice Springs, Ayers Rock, Canberra, Melbourne, Adelaide, and Perth. The three-week program adds Cairns, the Great Barrier Reef, the spectacular Kuranda Gorge rail line, and the Expo 88 World's Fair in Brisbane. The tour has a relaxed pace, with five two-night and one three-night stay. All passengers will ride the legendary Alice and the Indian Pacific, and ride the narrow gauge steam line, "Puffin Billy." Unique tour features include a tour of Melbourne by trolley car diner with dinner on-board and a ride on the steam Zig Zag Railway near Sydney. The land price, including all rail and air fares within Australia, runs only $2399 per person, double for the two-week program. U. S.-Australia airfares in conjunction with this tour run from $895 round-trip. For information and to book: Rail Travel Center, 1201 Pacific Ave., Tacoma, WA 98402. (800) 537-6060.

Britain – June 22-July 5, 1988: Britain by Brit Rail. Join us on a comprehensive tour of the British countryside and cities using the comfortable trains of British Rail throughout. This trip has a particularly relaxed pace beginning with a four-night stay in London, continuing with two-night stays in York and Inverness, and a three-night stay in Shrewsbury with only two one-night stops in the entire trip. You'll ride the renowned 125-mile per hour Flying Scotsman, but also travel behind steam in Scotland, Wales, and Yorkshire, and visit the narrow gauge Festiniog, Vale of Rheidol, and Welshpool lines. Sightseeing includes Canterbury, Dover, London, Stratford, Oxford, Bath, Stonehenge, Loch Ness, Castle Howard (locale of Brideshead Revisited), York, Edinburgh, Inverness, Mallaig, Kyle of Lochalsh, Snowdonia National Park, the Yorkshire Moors, and the Cotswolds. Rail travel highlights include the stunning Settle & Carlisle line and the rugged West and North Highland lines. Brit Rail passes will allow independent sightseeing as well. The land tour price, per person double, runs only $1949. U. S.-England air runs from $699 round-trip. For information and to book: Rail Travel Center, 1201 Pacific Ave., Tacoma, WA 98402. (800) 537-6060.

Europe – June 17-July 17, 1988: One-hundred-plus "Best Trains of Europe." Fourteen nations, three gauges, steam/electric/diesel (20 rides up front). 160 mph TGV, cog. International name trains, pendular, mountain routes, streetcars, spiral tunnels, trestles, and grand terminals (1000 trains daily). Sleep/dine on 30, sail channel. Three lakes, Baltic Sea and Rhine River. Cross the Iron Curtain and Arctic Circle (midnight sun), see Czechoslovakian and Russian borders, plus bus tours of Irish and medieval towns! $2987 guided covers transatlantic jets, all hotels, berths, land/sea fares (90% first class salons). Great Railway Journeys, P.O. Box 65, Miami, FL 33164. (305) 940-8747, collect.

Europe. Escorted train tours. Eurailpass or train fare included. Hotels, sightseeing, all breakfasts, side trips, some extra meals, and much more. One week to one month tours. Independent travelers. Free advice, brochures, and speedy delivery on rail passes. Inexpensive flights arranged. European Train Journeys, P.O. Box 7793, Thousand Oaks, CA 91359. (805) 492-0809.

India – January 8-February 7, 1988: India steam! Sixty rides (four gauges) including electric, diesel, and steam cab ride. Railcars, trolleys, suburbans, mountain lines, plus Taj Mahal, "The Pink City," Ganges, camel and elephant rides, and glider. $2987 guided throughout including international jet, all fare[illegible] hotels and train r[illegible]s. Great Railway Journeys, P.O. Box 65, Miami, FL 3[illegible]4. (305) 940-8747, collect.

New Zealand – April 23-May 8, 1988: New Zealan[illegible] rail tour. We repeat our wonderful New Zealand program with an even more leisurely pace in 1988. This is a comprehensive tour of the great beauties of both the north and south islands, with travel on the comfortable trains of the New Zealand Railways, wherever available. The tour will visit Auckland, Rotorua (with its geysers), Wellington, Christchurch, Dunedin, Queenstown, and Te Anau. There are two-night stays in four locations, travel on NZR narrow gauge mainlines, and the still steam Kingston Flyer. New this year is a ride through the Taieri Gorge on the recently restored passenger service out of Dunedin that features a homemade narrow gauge dome car. The tour will cruise the stunning Milford Sounds and sail on Lake Wakitipu on the 1912 coal-fired steamer, TSS Earnslaw. The Trans Alpine Express Line through the Southern Alps will be a particular highlight. The tour will be escorted by Vic Prestidge, retired chief trainer of locomotive drivers for the NZR. Mr. Prestidge is not only highly knowledgeable about the NZR, but is a great raconteur as well. Fully escorted land price is only $1899 per person, double. Round-trip air from the U. S. runs from as little as $975 in conjunction with this tour. For information and to book: Rail Travel Center, 1201 Pacific Ave., Tacoma, WA 98402. (800) 537-6060

New Zealand/Australia – April 23-May 23 or 30, 1988: New Zealand/Australia tour combination. Enjoy our Australia and New Zealand rail tours back-to-back and take a discount of $100 per person double from the combined prices of the two trips. When you go so far it really makes sense to see both very special countries. Our trips connect on May 8, 1988, thus allowing you to enjoy both trips in sequence. For information and to book: Rail Travel Center, 1201 Pacific Ave., Tacoma, WA 98402. (800) 537-6060.

Scandinavia - February 18-26, 1988: Scandinavia in winter. Mid-winter excursion on Danish and Norwegian railways in first class comfort. Visits Copenhagen, Oslo, and Bergen, and includes a three-night stay on Flam line in Norway. Ample time to observe and photograph Bergen Railway operations in winter. First class hotels near railway stations. Danish Railway Museum in Odense, Danish railway ferry operations, Oslo trams, and interurbans. For complete details: Overland Chapter, NRHS, 1412 Twelfth St., Moline, IL 61265.

South Africa – December 18, 1987-January 3, 1988: South African steam safari. Two-dozen narrow gauge rides (one in cab), electrics, Blue Train ($250 option), and animal ranch. Only $3333 guided including international jet, all fares, sleepers, all smorgasbord diner meals, hotels, and tours. Great Railway Journeys, P.O. Box 65, Miami, FL 33164. (305) 940-8747, collect.

South Africa – March 24-April 10, 1988: Umgeni limited. Private train throughout South Africa, absolute fulfillment of rail photographers' dreams, 19 different standard gauge classes of steam, three different vintage electrics (yes, diesel too), and narrow gauge Garretts with specially selected lineside photo runbys. Twelve nights aboard train in double and triple sleeper compartments, lounge car, and 1924-built diner, all meals on train, and three nights in Joburg (one prior, two following train tour). Round-trip economy excursion air from New York, N. Y., package price $3016 per person sharing accommodations. Sold exclusively by Overseas Railways Tours, 8027 Leesburg Pike, Vienna, VA 22180. (703) 356-8186. Telex: 9102407531. Information and reservations also available from South African Airways, tour desk. Call toll free (800) 722-9675.

Switzerland – September 15-29, 1988: Switzerland by rail tour. Join us for a comprehensive tour of the magnificent Swiss Alps, traveling on the incredibly efficient trains of Swiss Rail. This tour features an in-depth tour of the mountainous area with a particularly relaxed pace, including four-night stays in Lucerne and Interlaken and two nights in San Moritz, with one-night stops in Zermatt, Montreux, and Zurich. You'll ride the narrow gauge Glacier Express, with luncheon in the diner whose wine glasses have tilted stems to compensate for the steep grades. We'll see the Matterhorn from the Gornergrat Railway, ride behind steam of the Brienzer-Rothorn Line, and cross the legendary Brunig, Bernina, and Golden Passes on narrow gauge electric trains. Lake steamers take us for tours of Lake Thun and Lake Lucerne. We ride the steepest rack railway in the world to Mt. Pilatus and the first rack line to the Rigi. We'll tour Zurich, San Moritz, car-free Zermatt, Montreux, Interlaken, Berne, and Lucerne, and travel by postal coach over the renowned Three Passes drive. With unlimited first class Swiss Rail tourist cards you can make optional trips on any Swiss Rail Line and we've included the Jungfrau Railway to the highest station in Europe. This trip offers almost incomprehensible scenery as well as comfortable travel on railroads that are true engineering marvels. The land tour is only $1899 per person, double, with U. S.-Zurich air in conjunction with the tour from as little as $664 round-trip. For information and to book: Rail Travel Center, 1201 Pacific Ave., Tacoma, WA 98402. (800) 537-6060.

Trans Siberian Express - August, 1988: Around the world tour features rail journey from Nahodka (Soviet Pacific coast) across Siberia and eastern Europe, to Frankfurt, Germany, sightseeing in Tokyo, Khabarovsk, Irkutsk, Lake Baikal, Moscow, Warsaw, and Berlin. Includes airfare, most meals, sightseeing, and evening entertainment. Twenty-one days, $3975. Write: Where on Earth? Travel Booking Agents, 1291 N. Michigan Ave., Pasadena, CA 91104. (818) 791-0992.

Zimbabwe. Travel on one of the world's last steam operated mainlines in our luxury train. Visit steam depots, locomotive works, and museums. See the mighty Victoria Falls and Hwange Game Reserve. View big game from heavyweight varnish on the third longest straight in the world. Ride Double Hudson and Mountain Garratt articulateds. Regular scheduled departures. For information or bookings write or call Rail Safaris, P.O. Box 4070, Harare, Zimbabwe. Phone Harare 736056.

INTERCHANGE

Please furnish street address for TRAINS' private records when using a P.O. Box number.

This department is for the convenience of readers wishing to acquire or dispose of railroadiana. TRAINS reserves the right to edit undesirable copy or to refuse listings. **Rate:** 45 cents a word in advance. Count all numbers and initials, including your name and address (but not including zip code number). Copy should be type-written or printed. Make checks payable to TRAINS magazine, and address all correspondence to Interchange, Attention: Cathy Schnackenberg.

CLOSING DATE: 25th of the month three months before the cover date (April 25 for the July issue, May 25 for the August issue, etc.)

READERS' NOTE: When advertiser says SSAE or SASE he requires stamped, self-addressed envelope with your inquiry. LSSAE is large envelope.

FOR SALE

Railroadiana for sale: Rare and diverse offering of railroad china, silver, lanterns, globes, brass locks, keys, and miscellaneous for sale. Continuously offering service plates. George Washington china and unknown top-marked patterns. Send $1 (refundable on first purchase) and LSSAE for unique listing to Golden Spike Enterprises, P.O. Box 422, Williamsville, NY 14221.

Miscellaneous magazines, 1915-1982. Railroad Cyclopedias, Baldwin Locomotive magazines. 66¢ SSAE. Ben Smith, 861 Ronnie, Philadelphia, PA 19128.

Wide selection of quality railroadiana, all guaranteed. Locks, keys, lanterns, dining car items, steam whistles, builder plates, hardware, telegraphy, etc. Will take consignments, also buy. For details and 24-page list, send $1.50. T&L Railroad, 4512 Montrose, Houston, TX 77006. (713) 523-4356.

Mainline steam photos: New list No. 6, 5300 black-and-whites, including 2000 AT&SF, plus CB&Q, C&S, DRGW, RI, SP, T&NO, T&P, and UP. Early diesels. List, sample $2. Gordon Bassett, 1922 Kodiak Dr., Colorado Springs, CO 80910.

Original color slides: Fallen flag roads, plus extinct units/color schemes on existing roads. New list every two months which includes AT&SF, ACL, B&O, CNR, CPR, CofG, CNJ, C&O, CB&Q, C&EI, CGW, CMStP&P, C&NW, CRI&P, D&RGW, EJ&E, EL, GTW, GN, GB&W, GM&O, IC, IT, KCS, LV, L&N, MKT, MP, Monon, NH, NYC, NP, PRR, PC, RDG, SLSF, SAL, Soo, SR, SP, SP&S, UP, Wabash, WM, WP, etc. Diesels, plus a few electrics and some short lines, too! Many interesting units including PA, FA, Shark, E, F, C-Line, Erie-built, T-M models. LSSAE. R. Wallin, Box 1784, Springfield, IL 62705.

Dining-car china, glasses, silver, ashtrays, timetables, railroad metal, rules, cloth, paper. Send long 39¢ stamped envelope for big list. Several railroads. McClellan, 1752 S. Wichita, Wichita, KS 67213. Also buying large, small collections of railroadiana.

Passenger-hauling trains, parts, various gauges, and photos. Details, $5 currency. Grant Railroads, 3 Lefurgy Terrace, Hastings-on-Hudson, NY 10706. Write only.

Over 10,000 back issues of magazines. MODEL RAILROADER, TRAINS, RMC, etc. Please send your want list. All magazines, 75¢ each plus postage. The Plain Dealer, 5 Mohawk Dr., Wolcott, CT 06716. (203) 879-9797.

Original Kodachrome and negative lists and sample, $1. Colbert, Burton, OH 44021.

Broad assortment of railroadiana for sale. Four quarterly lists for $1.50. Charles A. Coulomb, Box 116C, Convent Station, NJ 07961. (201) 689-3990.

Photos and slides. This is our fourth catalog of slides and color prints. We have over 275 companies available, more than 1500 views, including all major railroads, switching and terminal roads, shortlines, industrials, freight cars, cabooses, piggyback trailers, and maintenance of way equipment. Valuable for railfans, scratchbuilders, and modelers. Most slides and photos are 3/4 view and centered. Our inventory contains over 12,000 different types of rolling stock and equipment. Send for our 28-page catalog with complete ordering instructions. $3 ($5.50 overseas) plus 3" x 5" photo. Rail Photos Unlimited, P.O. Box 2306, Joliet, IL 60434.

Again available. Pacific Electric map, the world's largest suburban electric railway, over 1000 track miles in four counties, 1925 revised. Accurate, authentic, detailed. $3 postage paid. Kalor, P.O. Box 971, Alta Loma, CA 91701.

Slides: Prototype Pix is thinning out its collection. No duplicates, all originals, our choice. Forty slides for $8. Prototype Pix, 8404 Gemini Dr., W., Jacksonville, FL 32217.

Build your collection with fine quality original black-and-white negatives and Kodachrome-slides. Choose from current and extinct railroads and motive power. Wide choice of areas. Many pre-Conrail and other hard-to-locate items. Get those elusive slides and negatives. Send SSAE for free facts and prices. William J. Brennan, 82 Devonshire Rd., Cedar Grove, NJ 07009.

Black-and-white photos: Trolleys and interurbans, mostly taken from 1944 to 1955. Send $3 for detailed computerized list of 2300 scenes and sample. Scholes Photos, Dept. TR, 1423 Kelvin Court, Cincinnati, OH 45240.

Steam and diesel black-and-white photos. Mostly mid-west roads, 1940's and 1950's. Send $1.50 for computerized list of 650 scenes and sample. Scholes Photos, Dept. TR, 1423 Kelvin Court, Cincinnati, OH 45240.

Bledsoe Rail Slides: Over 60 different high-quality 35mm sets available. Send for free samples and catalog. P.O. Box 377, Crowley, TX 76036.

Fogg reproductions: Full-color, initial run from original Fogg paintings of Alco diesels. SSAE for price list. The Mailbox, R.D. 3 - Jockey St., Ballston Lake, NY 12019.

Railroadiana: Seven pages of quality authentic collectibles. Send $1 for current list. Golden Age Memories, P.O. Box 9623, Madison, WI 53715.

Over 10,000 different black-and-white depot photos. $3 each. A list for every state. A set of 50, one from each state, $100. Everett Huffer, 116-33rd St. Dr., S. E., Cedar Rapids, IA 52403.

Duplicate color railroad slides. U. S., Canada, Mexico, and Europe, 1950's to 1980's. Steam, diesel, and electric. New catalog No. 4, $1. LSSAE to Hudson Leighton, 1722 Oliver Ave., S., Minneapolis, MN 55405.

Diesel builders plates for sale. Also buy or trade. Send LSSAE (two stamps) for list or send your want/have list. Mail to: Model Railway Station, P.O. Box 3325, Schenectady, NY 12303-3325.

White Mountain NH video, VHS. Climb aboard an ex-Maine Central motorized railcar for an exciting ride on the soon to be abandoned mountain route from Portland to St. Johnsbury. Climb 900' in nine miles as we wind through Crawford Notch on a shelf cut through over 100 years ago. Send $34.95 to George Kenson, 47 Arlene Ave., Wilmington, MA 01887.

Trains of the plains. Notecards, postcards, and prints of the midwest. List and sample $2. Enginuity (T), P.O. Box 248, Emporia, KS 66801.

35,000 locomotive slides. The First Section duplicate slide catalog and reference book: 142 pages, perfect bound, alpha-numeric format, 1620 companies, engine numbers, models, paint schemes, and dates. Class 1, Shortline, and Industrial from U. S., Canada, Mexico, and other countries. Introductory offer $5.95 (includes sample and $1 coupon). Porreca & Associates, Inc., P.O. Box 22, Boulder, CO 80306.

Dining car china. Need china for your private car? Need a railroad theme commemorative plate? Wish to reproduce a railroad pattern? If so, China Concepts can help. Ten years of experience in design and production of quality china. We represent for Sterling China Co., makers of railroad china. For a quote on your design, just send us your ideas. China Concepts, 3875 Eaton St., Denver, CO 80212.

Color photo prints from original paintings by Bruce Friesch. Milwaukee, Soo, and C&NW. Send LSSAE for brochure and prices to Bruce Friesch, 320 Quinlan Dr., Pewaukee, WI 53072.

Back issues: TRAINS, MODEL RAILROADER, Railroad, and others. SSAE for list. Alker, Mayflower Court, Martinsville, NJ 08836.

Original slide auction. LSSAE for details to Louisiana Railroad Company, P.O. Box 640081G, Kenner, LA 70064.

Complete index (96 years) of MODEL RAILROADER and TRAINS magazines. 400 pages tells everything you wish to know. $22.70 postage paid. Volume 2 RMC and Railfan & Railroad $25.75, February delivery. Stephans Railroad Directory, 101MC Fenton, Chenango Forks, NY 13746.

Wide assortment. All kinds of railroadiana. $1 for list. Stationmaster, W9494 Hwy. 103, Waupun, WI 53963-9730.

Fairmont motor cars, $200 and up. (414) 923-3920.

Giant fall list. Paper, hardware, and out-of-print books. Send two stamps, specify interest. Collections purchased. Gary Altschuler, P.O. Box 274C, Convent, NJ 07961.

Discount new and used railroad books. Over 600 choices, many out-of-print. $1 for list, refundable with order. P&K Enterprises, 1900 Huntington Dr., Longview, TX 75601.

Books and videotapes at discount prices. Monthly sale list. LSSAE to Louisiana Railroad Company, P.O. Box 640081J, Kenner, LA 70064.

Ektachrome blues got you down? Try our sharp, custom-quality Kodachrome 25 duplicates. Send $2 and LSSAE for two samples, list, and newsletter. Foster Morrison, Dept. ET, P.O. Box 3639, Gaithersburg, MD 20878-0639.

Quality duplicate color slides. Twenty slides per set, only $9. Sets include Amtrak Heritage. CB&Q/C&S, FW&D, Frisco, KCS, Milwaukee, Mopac, OK&T, SP, and UP. Two sets each CRI&P, D&RGW, Katy, and four sets AT&SF. List and sample $1. Trackside Slides, 245 S. E. Robin Rd., Bartlesville, OK 74006.

Second printing, 5000 sold. Camp car living over Donner Pass. Real railroading, plenty of laughs, you are there! Free brochure. K. Fisher, P.O. Box 714, Colfax, CA 95713.

Railroad books and publications. Scarce and out-of-print items. Catalog 50¢. Western Book Company, Dept. TM, P.O. Box 271, Gaston, OR 97119.

Railroadiana list. New list No. 14. Dining car china, silver, glassware, plus other collector items. Send LSSAE for list. Elizabeth Kelly Collectibles, P.O. Box 31262, Omaha, NE 68131.

Lackawanna & Wyoming Valley Railway Historical Society 1988 Railway Calendar. Color cover and 12 black-and-white photos of rail, transit, and traction in northeastern Pennsylvania. 11" x 17", $3.95 postage paid via first class mail (includes 17¢ state tax). Calendar, Dept. TR, P.O. Box 1152, Scranton, PA 18501.

Give away! Agent stubs from 1940's Milwaukee Road depot, Sparta, Wis. 39¢ LSSAE to Doug Reuteler, 13238 Vanowen St., #5, North Hollywood, CA 91605-4520.

"Teapot Treasury" is here! The companion book to "Dining on Rails." If you collect or sell railroad china, this book is for you! Nearly 400 black-and-white photos, 152 pages, softcover. "Quality books for the collector." Send $27.95 (postage paid) to: RK Publishing, 3875 Eaton St., Denver, CO 80212.

B&O calendar for 1988. Fifteen photos. B&O style printing. 17" x 11" size with space for daily notations. $4 each ($3 to B&OHS members) plus $1 postage and handling. Maryland residents add 5% tax. Dealer inquiries welcome. B&O Historical Society, P.O. Box 13578, Baltimore, MD 21203.

For sale: Members' duplicate slides. Railroads of eastern Pennsylvania and other eastern states. Send $1 and LSSAE with 39¢ postage, for list No. 12 and sample slide. List closes April 30, 1988. Hawk Mountain Railway Historical Society, Inc., P.O. Box 372, Allentown, PA 18105-0372.

Big discounts on all railroadiana. Send LSSAE for list. 636 W. Grant, Charleston, IL 61920.

"Collector's Railtour." Seventeen full color name-train folders, menus, and schedules, 1871-1950's. B&A, B&O/RDG/CNJ, B&M/MEC, D&H, Lackawanna, LVRR, NYC&HR/Lake Shore. Exact reproduction $20 ($25/11-1). Also, see below.

"PRR-Steam Final Roster." Fifty-six pages, No. 1-2499, specifications, accurate-class, builder/date, renumbering, out-year, $10. PRR-1949 "Modern Power Today's Trains," steam, diesel, electric. Specifications, exact reproduction $6. AAR-1948 "Named-Trains (passenger) U. S./Canada/Mexico," over 400. Exact reproduction $8. Also, see below.

Recordings: 12" N&W Class A's (singly, doubleheaded), 12" CPR 4-6-2's, 4-6-4's, 2-8-2, 7" CNR 4-6-2/4-8-4, set $35, $40 Canada. Also, see below.

Railroadiana list: Jewelry (64 styles), timetables, menus, silverware, watches, and signs (29th year). $3 (refundable) plus 39¢ SSAE. Sherry, 5410 Netherland, Riverdale, NY 10471.

Original Kodachrome slides and black-and-white (6" x 7") negatives. Midwest railroads. Lists and sample $1. Greg Davies, 2119 S. 61 St., Omaha, NE 68106-2129.

Original slides, action and roster. $2 for list and samples. Tillotson, 3 Volger Dr., Park Ridge, NJ 07656.

LP album. "Fast Freight Rolling," sounds of Western Maryland Railway steam locomotives. Three-record set. $24 postage paid, $25 Maryland residents postage paid. Other items available. Price list with record or send SSAE to: Western Maryland Railway Historical Society, P.O. Box 395, Union Bridge, MD 21791.

Video tape. Video reproductions of Western Maryland Railway narrated promotional films. Volume 1: "Fast Freight Rolling" (Beta or VHS, 20 minutes). See the WM during steam days. Includes steam action on Black Fork Grade, Helmstetter's Curve, and other locations. Also a short segment on Lincoln's trip to Gettysburg. Volume 2: "Clear Track Ahead" (38 minutes). Some of Volume 1 footage plus transition to early WM diesels. $53 postage paid, $55.65 Maryland residents postage paid, for each volume. Other items available. Price list sent with order or send SSAE to: WMRHS, P.O. Box 395, Union Bridge, MD 21791.

"Reminiscenses of a Western Maryland Railway Maintainance Man," by Frances L. Webb Sr. An eyewitness account of life as a trackman, bridge maintainer, and signal maintainer from WWI to the diesel era. $9 postage paid. Other items available. A complete list sent with order or send SSAE to: WMRHS, P.O. Box 395, Union Bridge, MD 21791.

N&W, Southern, NKP, Wabash, B&O, C&O, L&N, and SCL. Steam, diesels, and equipment. See FJC, below.

UP, SP, AT&SF, D&RGW, Burlington, RI, Milwaukee, MKT, KCS, MP, C&NW, and GN. Steam, diesels, and equipment. See FJC, below.

NYC, NH, CNJ, Reading, EL, DC, Conrail, D&H, and Amtrak. Steam, diesels, and electrics, equipment. See FJC, below.

PRR steam, diesels, and electrics, freight passenger, MW cars, cabooses. Duplicate slides. List, sample $2. FJC, P.O. Box 3102, Newport, DE 19804-0102.

Railroad videos. SSAE to On-Time, 6521 Welch Court, Arvada, CO 80004.

Out-of-print railroad books. Please send $1 for next catalog. Tom Bjorkman, 128 Lake Drive East, Wayne, NJ 07470.

Susquehanna fans. The book you've been waiting for! "Susquehanna: From Shortlines to Stackpacks," by Ken Karlewicz and Scott Hartley. 104 pages, 185 color/70 black-and-white photos covering the complete DO system from 1966 to date. $23.95 postage paid. Available from Railpace, P.O. Box 927, Piscataway, NJ 08855-0927. New Jersey residents add $1.20 tax.

Old railroad state, county, and civil war maps. Seventy to 120 years old. All states. Send $1 for catalog. Northern Map, Dept. TM, Dunnellon, FL 32630.

For sale: Three passenger cars as follows. Full length dome car, working order fully equipped dining car, and working order diner club lounge. Needs truck work. Further detailed information and inspection appointments can be obtained by contacting: Kalmbach Publishing Co., 1027 N. 7 St., Dept. T1187, Milwaukee, WI 53233.

1988 western New York railroad calendar. Steam, diesel, and electric vintage photos from the lines that served the area. DL&W, NYC, NYS RWY., O&W, Erie, G&W (steam) . . . $3.95, 75¢ postage. Rochester Chapter NRHS, 49 Weiland Woods Lane, Rochester, NY 14626.

Photos and slides of American steam and diesel locomotives in Argentina: Alco, Baldwin, Whitcomb, Milwaukee, EMD, and GE. Send for price list. Museo del Tren, Casilla Correo 37, 1878 Quilmes (BA), Argentina.

Railroad conductors' uniform buttons. Send $2 for three samples and list. Joseph Lajoie, P.O. Box 3, Methuen, MA 01844.

Canadian and U. S. steam, diesel, and passenger car

black-and-white prints. Some negatives and slides for sale. Lists $1.50. Ken Boulton, 109 Chestnut Place, Pincourt, Quebec, Canada J7V 3Y1.

Railroadiana: Send LSSAE for new fall list of china, silverware, lanterns, locks, keys, timetables, and much more. Railroad Antiques, 532 Corona, Denver, CO 80218.

Central of Georgia Railway modelers: We have produced a limited number of lettering and painting diagram books covering 27 different freight cars of the Central of Georgia Railway from 1957. Large (8½" x 14" pages), softbound, $12.99 postage paid. We are the Central of Georgia Railway specialists. Riverdale Station, 6348 Hwy. 314, Riverdale, GA 30296. (404) 991-6085.

Rocky Mountain Railroad Club 50th Anniversary Calendar. 1988 calendar commemorates 50 years of activities by highlighting a selection of memorable club excursions. Twenty-six black-and-white photos on a large 14" x 22" format depict special passenger trains on Black Hills Central, C&S, Denver & Intermountain electric, D&RGW (standard and narrow gauge), Denver & Salt Lake, Great Western, Manitou & Pikes Peak Cog (steam), Midland Terminal, Rio Grande Southern, and UP. Proceeds to benefit the club's equipment collection. $6 plus $1.50 first class postage. Rocky Mountain Railroad Club, P.O. Box 2391, Denver, CO 80201.

Railroad video rentals! Practical, inexpensive, large selection. Information and descriptive catalog, 25¢. Clear Signal Video, P.O. Box 418-T, Sharpsburg, MD 21782.

"New Northern Ohio Interurbans," drastically reduced (below cost) to settle estate. 320-page book written by Harry Christiansen just before his death in 1985. 140,000 words – 1000 illustrations. A must for every trolley and nostalgia fan. Hardcover was $39.95, now $22. Softcover was $33.95, now $16. Make checks, plus $1.50 postage, payable to Liz Christiansen, P.O. Box 762, Erie, PA 16512-0762.

Duplicate color slides: Norfolk Southern, Penn Central, Soo, and others. List and two samples $1.50. Vernon Ryder, Jr., P.O. Box 92, Portsmouth, VA 23705.

Railroad wallet calendars. Also will buy or trade for NP, GN, Milwaukee, GM&O, and pre-1944 ATSF. List SSAE. Wade, 2503 Bay Court, Stockton, CA 95204.

Original slides/negatives on approval. 1970's to present. 350 railroads. LSSAE to RJY, 11 Sussex Court, Edison, NJ 08820.

Dining car glasses and ashtrays. Chesapeake & Ohio, Baltimore & Ohio, Illinois Central, and others. SSAE to P.O. Box 341, McKees Rocks, PA 15136.

3-D color slides. Spectacular steam locomotive action. Diesels, cabooses. Stereo slides $3 each, stereo viewer $3. Postage. Sales tax (Illinois residents). LSSAE for details. 3-D Photo Enterprises, P.O. Box 612, Gurnee, IL 60031.

Pen pals, swapshop, railroadiana, photographs, and newsletters. Next town, worldwide. $9.95 membership. RCONA, 8236 E. 71 St., #193, Tulsa, OK 74133.

1988 railroad calendar with 14 black-and-white photos of Reading Co. and its predecessors. Printed by Crusader Printing with spiral bind. Send $6.50 postage paid to Pottstown & Reading Chapter, NRHS, P.O. Box 94, Shillington, PA 19607.

"Colorado's Joint Line Denver to Pueblo, A Guide to Facilities and Operations." 32 pages, color softcover. Includes text, maps, timetable excerpts, signal aspects, route profiles, photos, and more. $7.95 postage paid (Colorado residents add 21¢ tax, 40¢ in Fort Collins). Order from Donald Park, 1025 Oxford, Apt. L-138, Fort Collins, CO 80525.

Photos. Black-and-white. Major roads, shortlines, industrial. SSAE for list. Bob Lorenz, 1939 Whittaker Dr., Fremont, OH 43420.

Extra 2200 South, first 50 issues except No. 19, $85. Railfan Magazine, first 36 issues except volume 3, No. 1 $40. Tom Smart, 3828 Staebler, Louisville, KY 40207.

Timetable, rules, map, and magazine. Locomotive collectors! 39¢ LSSAE brings giant list. Hauschild, 6159 Holmes, Kansas City, MO 64110.

Stereo videos! PRR K-4, N&W 1218, 611, and others. Catalog, discount coupon. MLMP, P.O. Box 24480, Richmond, VA 23224.

4501! Seven great action slides, $5.95. MLSP, P.O. Box 24480, Richmond, VA 23224.

1988 East Penn Traction Club Calendar. Great black-and-white photos. LVT, PST Co., PTC, AC&S, and more! $6 postage paid (three to five $4, more than six $3). Pennsylvania residents add 6% sales tax. Note, a few 1987 calendars still available for $3. Mail orders from Dr. Richard L. Allman, 327 Rock Rd., Villanova, PA 19085.

Black-and-white negatives: Top price paid for black-and-white negatives of steam, cars, work equipment, and depots. All roads, singles or collections. Tom Klinger, 11735 W. 28 Ave., Wheat Ridge, CO 80033.

"Timetable Treasury" is back in print! Here are rare and interesting advertisements, consists, schedules, and menus of famous and forgotten passenger trains from the 1920's to Amtrak, with more than a few surprises on trains and services you never heard about. In all, 169 pages of fascinating nostalgia for $16.75 postage paid, from Wayner Publications, P.O. Box 871, Ansonia Station, New York, NY 10023.

"Amtrak Car Diagrams of the 1970's" has floor plans and side elevation drawings of more than 100 types of first-generation Amtrak passenger cars with information on their pre-Amtrak histories and Amtrak rebuildings. Originally published with the title "Amtrak Car Diagrams," this newly reprinted book will bring back memories of those steam-heated cars of the earliest Amtrak consists. $11.95 postage paid from Wayner Publications, P.O. Box 871, Ansonia Station, New York, NY 10023.

New surplus passenger car and locomotive parts, elect. glazing strips, brake gaskets, 60v and 30v, bulbs and lighting fixtures. Vapor parts for car heat and steam generator. For list: R. L. Vanderbilt, 200 Elsmere Ave., Delmar, NY 12054-4311. (518) 439-0428.

Sleeping car blankets. CPR Beaver, CNR Maple Leaf. 100% wool, $45 ($35 U. S.). Quantity discounts. Old Time Trains, P.O. Box 8, Station D, Toronto, Ontario, Canada M6P 3J6.

Railroadiana. Lanterns, dining car items, paper, hardware, etc. No. 10 SSAE for latest list. The Great Delaware and New England Antiques Trading Co., P.O. Box 628, East Hanover, NJ 07936.

Fairmont motor car parts: M-9 carbs, points, condensors, mags, throttle and spark handles, belts (new-five), and much more. Will sell entire collection for fair bid. Call or write for inventory, the price is right. 311 S. 7 St., Sabetha, KS 66534. (913) 284-3059.

Timetables, some old. Menus, brochures. LSSAE brings list. Reasonable. Steel, 2821 E. Lewis, Flagstaff, AZ 86004.

Photo clocks. Steam and diesel. Amtrak, Chessie, CSX, Norfolk Southern, Southern, and Norfolk & Western steam engines. $39.95 plus $3 shipping. SSAE for more information and photos. Train Photos by George, P.O. Box 3038, Charlottesville, VA 22903.

Original, high quality, Kodak processed Kodachrome slide sets of southern California rail action. SPSF merger paint, cowl units, Cajon action, and much more! List and three samples $2. Sickler Slides, P.O. Box 2124, Yorba Linda, CA 92686.

Wisconsin logging railroad books. All written by R. C. Brown. "Rails Into the Pines," 5½" x 8½", 69 pages $5.95. "Logging Railroads of Rusk County," 5½" x 8½", 93 pages $6.95. "Sawmilling and Sawmills of the Chippewa Valley," 8½" x 11", 68 pages $11.95. All softcovers and illustrated. Add $1 postage per book. Illinois residents add 7% sales tax. James Weston, 17 W. Manchester, Wheeling, IL 60090.

Milwaukee Road emblem locomotive decals. Authentic railroad issued self-adhesive decals. 35" x 24", $15 postage paid. James Weston, 17 W. Manchester, Wheeling, IL 60090.

Northern Pacific Railway Historical Association video. Thirty minutes. Shots of steam power on westend from 1937 to 1959. Films, oral history, and narration by retired engineer, Al Farrow. $39.95. NPRHA Videos, Suite 106, 261 Madison Ave., S., Bainbridge Island, WA 98110.

Authentic ex-New York city subway memorabilia. Whistles, rollsigns, handles, builder's plates, audio cassettes, etc. One of the largest selections anywhere. Send $1 for list. Zelazo, 7 Edisonia Terrace, West Orange, NJ 07052-5602.

For sale: Railroadiana paper. LSSAE to Westshore Limited, P.O. Box 1162, Woodstock, NY 12498.

Illinois Traction Society 1988 black-and-white calendars. Fifteen scenes. Illinois Terminal electric, steam, diesel, passenger, and freight. $6 postage paid. Membership information included. James Yasinski, 19 Sunset Acres, Farmersville, IL 62533.

10,000 steam photographs. Over 300 roads. Complete list $3. Joe Quinn, P.O. Box 65, Worcester, NY 12197.

Railroadiana: China, silver, and miscellaneous. Send LSSAE to R. Ridgely, 1382 Prince Ave., Athens, GA 30606.

Full size blue line copies of original side, front, and back elevation drawings of Southern Railway's heavy Pacific type steam locomotives 1393-1404, 6476-6482. Set of two prints 29" x 72" dated 1927. More information, SSAE to P.O. Box 351, Salisbury, NC 28159.

Books make great gifts. Railroad/trolley, new and old. Send SSAE for booklists. Also photographs (1940-1970) available of New Haven, B&M, Pennsylvania, NYC, Long Island, and 96 trolley systems. 38-page catalog $2. K. Farrell, P.O. Box 209, Back Bay Annex, Boston, MA 02117.

Original Kodak slides. Western, some eastern. Action and roster. Send $1 in currency and LSSAE for list and sample slide. Ken Rattenne, P.O. Box 1063, Campbell, CA 95009-1063.

Grab bags. Thinning out collection of Kodak originals. Action, rosters, some nice surprises! $5.75 including postage. All sales final. Ken Rattenne, P.O. Box 1063, Campbell, CA 95009.

Christmas presents: "American Steam," 400 of Ben Cutler's finest photos showing steam power working on 50 railroads including B&O, CPR, C&O, D&RGW, GN, NYC, N&W, NP, PRR, SP, and UP 1940-1955. Text by LeMassena. 8½" x 11", hardbound, 256 pages $25. Also "Articulated Steam Locomotives," LeMassena, only $40. "Switzerland Trail," Crossen, No. 198 $100. All postage paid. Steam Whistle, 1795 S. Sheridan Blvd., Lakewood, CO 80226.

CNW, Milwaukee engine slides some from the late 1960's. 39¢ LSSAE plus refundable 50¢. Hadley, 87 Lancaster, Elk Grove, IL 60007.

Black-and-white prints of diesels, cabooses, and office cars of Missouri-Kansas-Texas, Florida East Coast, Missouri Pacific, Texas & Pacific, Union Pacific, Southern Pacific, Sante Fe, Rock Island, Pennsylvania, New York Central, Wabash, Chesapeake & Ohio, Baltimore & Ohio, Chicago & Eastern Illinois, Richmond, Fredericksburg & Potomac for sale. Lists $1 for each road. Send LSSAE to Conniff, P.O. Box 9686, Jackson, MS 39206.

Railroad conductors' uniform buttons. Send $2 for three samples and list. Joseph Lajoie, P.O. Box 3, Methuen, MA 01844.

Headlight for sale: Pyle National headlight removed from D&RGW C48 No. 1146. Excellent condition, all glass intact including original number boards. Send $2 for photos and details. Jim Corcoran, 3606 Saddlestring, Austin, TX 78739.

Closing out: Books, magazines, maps, and timetables. 39¢ LSSAE to Books, 306 Warren St., Hudson, NY 12534.

Railroad lanterns for sale. First list. LSSAE to Herb Freedman, 1454 Dexter Dr., Clearwater, FL 34616.

Railroad china, lanterns, silverplate, timetables, and more. Send $2 for newest listings and catalog. Railroad Artifacts, P.O. Box 305 Cheektowaga, NY 14225-0305.

Railroad keys, locks, lanterns, and more! Hoosier Depot list No. 7 LSSAE [illegible] Seminole, FL 34642

List of steam locomotives in the U. S. New, over 1200 locomotives listed $5.95 from Centennial Rail, Ltd., P.O. Box 24841, Denver, CO 80224-0841.

UP streamliner poster. 17" x 22" ink drawing poster printed on heavy buff color stock in brown ink commemorating 50 years of service. $15 shipped postage paid in flat folder. Allan J. Alvaney, 530 Wesley Ave., Bryan, OH 43506.

Timetables, menus, passes, and tickets, all Frisco. Timetables and tickets, other roads. Interline drafts, 1920. Fifty different roads in set for $6. SSAE for list. E. Heiss, 2531 E. Cherokee, Springfield, MO 65804.

Rulebooks, lanterns, lock and key sets, locks, keys, some china, timetables, and miscellaneous. Send LSSAE to Bill Keefe, 130 W. Austin Ave., Libertyville, IL 60048.

North Coast Limited station poster. Classic 23" x 32" 1930's railroad art poster lovingly reproduced in full-color on quality paper. Depicts Northern Pacific 4-8-4 with NCL on Bozeman Pass. A colorful showpiece suitable for framing. $7.95 plus $1 shipping. Also available from the same series: NP Mount St. Helens 21" x 29" pre-eruption poster. $5.95 plus $1 shipping. Each packaged in its own sturdy mailing tube. Great Christmas gift. Law Design, P.O. Box 16464, Seattle, WA 98116.

A Century of Pullman Cars, Volume I: Alphabetical list. A classic reference, listing the names of over 21,000 Pullman cars and their essential characteristics (from original Pullman records). Volume I is the car finder and the key for identification and quick reference for future volumes II through V. No. 10-6715 $49.95. Greenberg Publishing, Sykesville, MD 21784. (301) 795-7447.

MISCELLANEOUS

Planning a steam tourist railroad? Railroad consultant available for independent feasibility studies, business plans, funding programs, and location studies. Send $20 for 25-page advertising questionnaire with free review. P.O. Box 35, Beaver, AR 72613. (501) 253-7329, no collect calls.

Sale: Controlling interest in a steam tourist railroad. $1 and other considerations. RY, (501) 253-7329.

Great Western Railroad Museum, a non-profit organization, would appreciate your support in its preservation activities. A drawing will be held soon for a brand new 1½" scale Allen 2-6-0 locomotive plus brass and aluminum builders' plate replicas. Each $10 donation receives a complimentary chance on the above items. Send for information. SSAE appreciated. P.O. Box 673, McCloud, CA 96057.

WANTED

Seth Bramson, 330 N. E. 96th St., Miami Shores, FL 33138 wants anything FEC or predecessors, anything Florida.

Timetables: High prices paid. Carl Loucks, 199 Wayland, Hamden, CT 06518.

Seth Bramson is one of America's largest buyers of railroad and trolleyana. Top prices paid. Try me first. Postage paid on approvals. 330 N. E. 96th St., Miami Shores, FL 33138.

Buying railroad china. Especially manufactured by Buffalo or Syracuse China. Altman, P.O. Box 422, Williamsville, NY 14221.

Railroad china wanted. Collector buying railroad china, especially Baltimore & Ohio blue-and-white Centennial. Charles Miller, 3106 N. Rochester St., Arlington, VA 22213.

Vic Reyna is buying traction negatives of west coast lines; SFM, MSR, KS, PE, IER, EBT, PG&E, etc. Also all mainline electrics. Details to P.O. Box 568, San Francisco, CA 94101.

Negatives wanted: Buying collections of SP, WP, UP, AT&SF, GN, NP, SP&S, etc. Both diesel and steam. Write to: Vic Reyna, P.O. Box 568, San Francisco, CA 94101.

Wanted: Original Kodachrome slides of action shots of Class 1 railroads and western roads, especially UP and unit train. Will pay top dollar for duplication and copyright release. Prototype Pix, 8404 Gemini Dr., W., Jacksonville, FL 32217.

TRAINS Magazine, pre-1950 issues, rail books, older Official Guides, railroadiana collections, Pullman door nameplates. Arlix, Box 6063-C, Philadelphia, PA 19111.

Magazines before 1950. Cyclopedias, books, railroadiana. Ben Smith, 861 Ronnie, Philadelphia, PA 19128.

Locomotive builder/number plates, tall and fixed globe lanterns, and colored cast globes. Send description, price. Tim Moore, 19 Gilbert Hill Rd., Chester, CT 06412. (203) 525-2225.

Former slide photographer? Do you have a dormant slide collection that you'd like to convert to cash? I've paid out over $200,000 for slide collections over the past 10 years, and am constantly seeking additional quality material. Primary interest is in pre-1970 slides, but will consider groups which also include newer material. I can offer ready cash for such slide collections, and will travel to your location at any time to inspect your material. Dick Wallin, Box 1784, Springfield, IL 62705. Phone (217) 498-9279.

Railroad books wanted for personal library. Inquiries answered. Thales, Box 221, Kingston, NJ 08528.

Anything CB&Q, C&S, and **FW&D.** Mike Spoor, 2521-D Potomac Dr., Houston, TX 77057.

Ticket dater dies: CMStP&P, CGW, Soo, Rock Island, and others? Train orders, all railroads. Secrest, 43922 S. E. 139, North Bend, WA 98045.

Wanted: Railroad books, paper collections, cyclopedias, employee timetables, wall and pocket calendars, and railroadiana. Botan, 14395 Baker, Westminster, CA 92683.

Wanted: Prototype photographs of diesel demonstrators in demonstrator paint. Possible use in book, color preferred. Price and description first letter. All answered. Macopin Enterprises, 878 Macopin Rd., West Milford, NJ 07480.

Situation wanted: Tourist railroad or museum. Most skills, knowledge, reasonable compensation. Build, upgrade, operate. Prefer narrow gauge railroad with long operating season. For details write Consolidation, P.O. Box [illegible] Orlando, FL 32860.

Milwaukee Road 35mm original color slides lines west pre-[illegible] and entire system pre-1965, paying $5 each. James [illegible]usta, 4957 S. 81 St., Greenfield, WI 53220.

Steam locomotive builder and number plates to fill voids in personal collection. D. M. Brown, 114 Wedgewood Dr., Parkersburg, WV 26104. (304) 485-8588.

Railway railroad books, any quantity. The Baggage Car, 725 Lake Drive East, Wayne, NJ 07470.

ICC accident reports: Buying originals or copies of Arkansas rail investigations. Bill Pollard, 32 Fairoaks, Conway, AR 72032.

Gulf Mobile & Ohio and Chicago & Alton china. Bob Campbell, 203 N. Well, Odessa, MO 64076-1126.

Buying railroad timetables, guides, books, etc. Also buying TRAINS, MODEL RAILROADER, RMC, Railroad, and other magazines. Top prices paid. James Weston, P.O. Box 310, Wheeling, IL 60090.

B&O pictures, maps of Waller and Market Street stations. Portsmouth, O., 1920-1950. Dick Kienle, P.O. Box 8621, Roanoke, VA 24014.

Mainline Modeler magazine, volume 1, No.'s 1 and 4. Will pay top price. Ralph Coleman, 1816 Rollis Rd., Chesapeake, VA 23321.

Wanted: Diesel builders plates. I also have plates for trade. Robert Bombel, 20 Alaska St., Garfield, NJ 07026. (201) 478-3510.

NRHS Bulletin volume 6, No. 2. Russell, 6319 Caravan, Tucson, AZ 85704.

Wanted: Open window passenger coaches. Contact Bill Johnson, Bluegrass Railroad Museum, P.O. Box 1711, Lexington, KY 40592. (606) 276-2985.

Wanted: Pre-1952 issues TRAINS. Alker, Mayflower Court, Martinsville, NJ 08836.

Maryland & Pennsylvania Railroad. Want photos, paper, and miscellaneous. Charles Geiman, 1524C Forest Lakes Circle, West Palm Beach, FL 33406.

Looking for someone to operate over all or a portion of old Wolfeboro Railroad. Twelve miles of unsurpassed scenery in Lakes region of New Hampshire. Contact: Iron Horse, P.O. Box 53, Wolfeboro, NH 03894.

Wanted: Copy photos/slides of Tennessee Central's Wilder branch. Mike O'Neal, 400 Crossfield Dr., Tullahoma, TN 37388.

I wish to purchase one Official Guide in good condition or better for March of 1952 or any other month after March, same year. Send asking price to Mike Englund, 22527 Ridgeway, Richton Park, IL 60471.

CRI&P employee magazines, prior to 1952. Jim Windsor, 5829 Woodland Rd., Des Moines, IA 50312.

RAILROAD SHOWS AND EVENTS

November 15, 1987: New Jersey, Railroadiana Show and Auction by Tri-State RHS at 1050 Jeanette, Union, 9:30 a.m. to 2:30 p.m. Large number of exhibits and sales tables, movies, and slides. Auction starts at 11 a.m. $2 admission. Information and map: SSAE to P.O. Box 2243, Clifton, NJ 07015.

November 22, 1987: Great Train Extravaganza '87, Empire State Plaza Convention Center, Albany, N. Y. 10 a.m. to 4 p.m. For information, send SSAE to: GTE 87, P.O. Box 12786, Albany, NY 12212.

November 28, 1987: Seventh Annual Indianapolis Crossroads of America Railroadiana Show and Sale. Over 150 tables of railroad artifacts for sale from 9 a.m. to 4 p.m., at the Indiana National Guard Armory, 1500 S. Holt Rd. Exit 77 off I-70 West. Admission $2. Information LSSAE to Larry Woodard, 5447 University, Indianapolis, IN 46219. (317) 353-8545.

November 28-29, 1987: Fourth Annual Carolina Model and Hobby Expo, Merchandise Mart, 2500 E. Independence, Charlotte, N. C. Railroad section hosted by the Triad Live Steamers. Saturday 9 a.m. to 6 p.m., Sunday 10 a.m. to 5 p.m. Admission $3, ages 6-12 $1. Dealer inquiries invited. Carolina Hobby Expo, 3452 Odell School Rd., Concord, NC 28025. (704) 786-8373.

January 2, 1988: Atlanta, Ga., Fourth Annual Model Train and Railroadiana Sale. Holiday Inn, I-285 and Powers Ferry Rd., exit 15. Saturday 10 a.m. to 4 p.m. Adults $2, teens $1, 12 and under free. Dealer inquiries: Boxcar Annie's, P.O. Box 335T, Centerville, GA 31028. (912) 953-3782.

January 16-17, 1988: Philadelphia, Pa., area. Third Annual Model Train and Railroadiana Sale. Holiday Inn-Airport, 45 Industrial Hwy., Essington, Pa. Saturday 10 a.m. to 4 p.m., Sunday 11 a.m. to 4 p.m. Adults $2, teens $1, 12 and under free. Dealer inquiries: Boxcar Annie's, P.O. Box 335T, Centerville, GA 31028. (912) 953-3782.

February 13, 1988: Jacksonville, Fla., Southeastern Railroadiana Collector's Ninth Annual Railroadiana/Model Train Sale and Trade Show. Jacksonville's Prime Osborn Convention Center, 1000 W. Water St. 9 a.m. to 4 p.m. Admission $3, tables $20. Information LSSAE to Jack Martin, 4183 Paran Pines, Atlanta, GA 30327.

Greenberg's Great Train, Dollhouse, and Toy Shows. Timonium Fairgrounds, Timonium, Md., December 5-6, 1987. Philadelphia Civic Center, Philadelphia, Pa., December 12-13, 1987. Broward Community College, Fort Lauderdale, Fla., January 2-3, 1988. Florida State Fairgrounds, Tampa, Fla., January 9-10, 1988. Pittsburgh Expo Mart, Monroeville, Pa., January 23-24, 1988. Admission $4, under 12 free with an adult admission, 11 a.m. to 5 p.m., daily. Information: Greenberg Shows, Inc., Sykesville, MD 21784. (301) 795-7447.

INDEX OF ADVERTISERS

WE BELIEVE that our readers are as important as our advertisers; therefore, we try to handle all readers' complaints promptly and carefully. If, within a reasonable length of time, you do not receive your merchandise or a satisfactory reply from an advertiser, please write to us. In your letter please detail exactly what you ordered and the amount of money you sent. We will then forward your complaint to the advertiser for action. If no action is ultimately obtained, we will refuse to accept further advertising from him. Address complaints to: TRAINS, 1027 N. Seventh St., Milwaukee, WI 53233.

A

A&M Sales 20D
Abracadata 80
American Craftsman 70A
Scott Arden 20D
Artlyn's Railroad Traveler 66
Audio Visual Designs 68
Auto-Liner Industries 4

B

Bainbridge Records 73
Barnard, Roberts & Co., Inc. 19
John C. Benson Slides 19
Benzel's K-4 Tin 72
Berkshire Productions 72
The Book Express 69
The Boston Mills Press 81
BRMNA 68A
Burlington Northern Railroad 87
Bus World 8

C

Cannon Ball Publications 9
Canon Postal Heritage 76
D. Carleton Railbooks 4
Carson Home Video 9
Catenary Video Productions 8
Central California Express 74
Challenger Tours 79
Charly's Slides 66
Al Chione 18, 70
CM Shops, Inc. 19
Colorado Railroad Museum 80
Bernard Corbin 8
Corporate Strategies, Inc. 68A
Crestline Studios 9
CSX Gift Shop 20D

D

D&M Publishing 64
Mike Danneman/Rail Art 21
Demarea Design 78
The Depot Attic 72, 80
The Depot of Sullivan 66
Des Plaines Hobbies 18
Charles Ditlefsen 88
D. J. Dorflinger 74

E

East End Productions 27
Edaville Railroad 77

F

Fantasia Trains 8, 20D, 65
Freelance Video 68D
Friends for Steam 74
The Frisco Railroad Museum 8

G

Gilbert Design, Inc. 66
Good Medicine Books 10
Goodheart Publications 70
Grayland Station 66
Green Frog Productions, Ltd. 68

H

Heimburger House Publishing Co. 11
Heritage Publishing Co. 74
Herron Rail Services 19
High Iron Illustrations 70A
Hopewell Productions 18A

I

Illustrations by Ned 74
The Ink Spot Station 77
Inside Pro Railroading 66

J

J. M. J. Productions 9

K

Kalmbach—Books 22, 62, 63, 68C, 79
Kalmbach—Trains 9, 77, 79, 80
Kalmbach—Trains Calendar 75
Kalmbach—Trains Sweepstakes 70B, 71
Kalmbach—Video Shop 24, 25
Kauffman Creative Services 5
Kenson Video 78
Jim Kerr 78
Key, Lock and Lantern 19
Tom Klinger 78
Edward W. Kostecki 9
M. F. Kotowski Railroad Art 5
Kratville Publications 69

L

Daniel J. Lanz 81
Lasting Impressions 6
Leanin' Tree 74
O. Winston Link 11
Little Engines 10
Carl Loucks 5

M

Madame Woo Video 68B
Marine Historical Society of Detroit 78
McMillan Publications 66
David McNeil 69
Metaphor 65
Milepost 1 4
Minnesota Rail Calendar 68C
Missouri Pacific Historical Society 9
ML Labs 20D
MM Books 64
Morning Sun Books, Inc. 18B
Mystic Valley Railway Society 4

N

N&W Historical Society 77
National Railway Historical Society (NRHS) 78
New York Central System Historical Society, Inc. 8
North York Hobbies 20D
NRHS, Greenville Chapter 69
NRHS, Pocahontas Chapter 23
NRHS, Potomac Chapter 70

O

Old Line Graphics 68D

P

The Painted Post Calliope Co. 68B
Passenger Train Journal 23
Pentrex 7
PFM Publications 68D
Pioneer Railroad Company, Inc. 79
T. Ploss 79
Russ Porter 27
Private Car Ltd. 77
Pruett Publishing 68C

R

Rail Facts Newsletter 4
Rail Innovations 4
Rail Study Tours International 4
Railfare Enterprises, Ltd. 67
Railfinders 2
Railroad Book Newsletter 4, 20D, 65, 74
Railroad Memorial Museum 23
Railroad Video 68B
Rails 'N Shafts 20B, 20C
The Railway Educational Bureau 18B
Railway Productions 68D
Railway Video Transfer 11
Don Rand 66
Gil Reid 20D
Right Track Trading Co. 70
RSA Reproductions 81

S

Scanner World, USA 26
Greg Scholl Video Productions 27
The Short Line 81
Signal Computer Consultants 6
Signal Signs 6
The Silverton Street Railway Co., Inc. 68A
A. F. Staufer 78
Steam Central Video Co. 81
Stephans' Railroad Directory 74
Sunday River Productions 18B
Sunrise Special Ltd. 7
John Szwajkart 19

T

Thoughts in Focus 68D
Charles Tomashek 76
Trackside Classics 9
Trackside Historical Art 68D
Trackside Prints 6
Trackside Video, Inc. 70A
Train Land Video 7
The Train Station 73
Trains Unlimited, Tours 74
Trans Europe Enterprises 70A
Transit Gloria Mundi 77

U

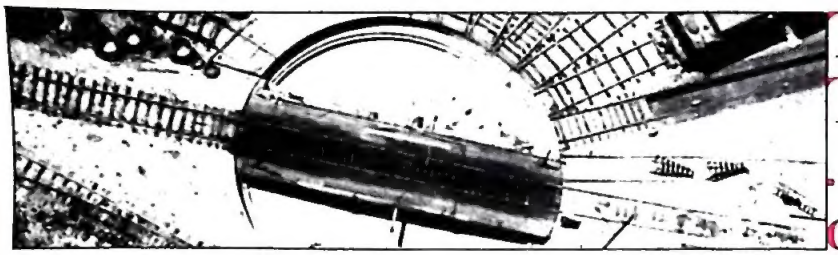
United Rail Passenger Alliance, Inc. 8

V

Video Classics 18
Video Rails 5
Village Station Film Productions 76

W

W. B. Video Productions 64
The Weekend Chief Publishing Co. 18, 76
Western Audio-Visual 70A
James Weston 23
Whistle Stop Publications 70A
Wild Rose Productions 7
Joseph W. Woltcheck 20D
Jonathan Wood 4



TRAINS TURNTABLE ... a page of opinion.

Today, Pocono Summit; tomorrow, Horse Shoe?

I WHEN I lived in Springfield, Mass., between 1966 and 1968, I spent a lot of time on I-91 driving up to Bellows Falls, Vt., to see Nelson Blount's Steamtown. But now, Steamtown has moved to Scranton, Pa., only an hour's drive from my home in Apalachin, N.Y., and I can't seem to get turned on to it. All my friends, railfans and others alike, keep telling me how great it is and how happy I must be about it. But I'm not.

It's not the internal problems at Steamtown—problems that have slowed its progress, maybe even altered its prime purpose—that bother me. It's not that there was a diesel engine pulling the train when I went to ride (but didn't). And it's not totally the idea of putting a Canadian locomotive on the point that leaves me cold. (I loved riding behind Nickel Plate 2-8-4 No. 759 with Ross Rowland at the throttle and watching Reading 4-8-4 No. 2101, in the guise of Delaware & Hudson 302, slowly walk up the grade east of Scranton.)

I have always applauded the preservation of railroading. I heartily endorse operating the Delaware & Northern "Red Heifer" Brill car on the old Ulster & Delaware (New York Central) tracks, now the Delaware & Ulster RailRide. And I was involved in the early years of the Tioga Central at Flemingville, N.Y., where a mixture of vintage passenger cars are pulled by diesels over a part of the old Lehigh Valley branch from Sayre, Pa., to Lake Ontario. It's a successful operation where patrons can enjoy a Sunday afternoon ride or an evening dinner in a real dining car. It's fun. It's great!

But Steamtown's tourist trains on my Lackawanna! Why, when I was in my early teens, the most exciting thing to me was the day Bill Hopping, John Lafferty, and a few other railfan friends boarded the *Phoebe Snow* in Dover, N.J., for a ride over the Pocono Mountains to Scranton for a guided tour of the station and offices and a special escort through the roundhouse and diesel shop. Of course, there was lunch on No. 3 as we dropped into Scranton. And how friendly the dining car crew was that night on No. 44 as we closed the car with apple pie and coffee while riding through the Delaware Water Gap back to Dover.

Then there were my college days, skimming through the snow aboard Miss Phoebe's tavern lounge, returning from Christmas recess while attending Ithaca College. While passing through the Poconos, I would remember my fifth grade teacher, Craig Bissel, reading from Stephen W. Meader's *Blueberry Mountain* about Lackawanna coal trains rumbling along those very tracks.

I cannot forget, either, the day after Christmas 1969. A major snowstorm was hitting the New York-New Jersey metropolitan area. My wife, then six months pregnant, suggested we take the train to my parents' home. So despite the carload of gifts, December 26 found the two of us and our dachshund camped in the first car of Erie Lackawanna No. 6 as the E8's lurched through the Pocono snowdrifts and the train radio crackled: "Head end of No. 6 to the conductor of No. 6. Visibility is very bad and I'm going to have to reduce our speed. And the steam generator in the second unit is acting up, so have the dining car get some hot coffee ready . . . Engine of No. 6 to Stroudsburg Tower. . . . " Despite those uneasy moments, we had a safe and happy holiday and returned to Binghamton aboard a very crowded No. 5 the following Sunday night.

These and other memories are what the Lackawanna tracks are about—Scranton to Mount Pocono in 45 minutes, not in 2 hours, and not having to change trains. These tracks are about milk trains from upstate New York to New Jersey dairies; about coal from the Wyoming and Lackawanna valleys to the Hudson River waterfront; about hot New England merchandise for a connection with the Lehigh & Hudson River at Port Morris, N.J.; and about a first-class passenger train ride, whether aboard the prim *Phoebe Snow* by day or the milk train by night. Oh, there are a lot of good arguments to support what Steamtown is, what it is doing, and what it plans to do. My mind can't disagree. But in my heart, I know there can't be a tourist operation on my memories. Indeed not!

As main lines get axed across the country, I think many will be able to relate to this feeling. I mean, can you see the hell that would be raised if Horse Shoe Curve trackage were reduced to nothing but tourist trains hauling people up from Altoona for the nice view?—HENRY F. SOMMERS.

HENRY F. "HANK" SOMMERS, 44, was raised along the Lackawanna in Denville, N.J., and earned a degree in Radio-TV from Ithaca. He has spent many years in broadcasting in upstate New York and now is sales manager for a Muzak franchise. He is married with a 17-year-old son.

urlington Northern
opens its film vaults.

RAILROAD CLASSICS

An excellent gift idea for Christmas.

Due to the number of requests from rail fans, Burlington Northern Railroad is reopening its film vault to once again offer you a unique collection of classic railroad videos. This is your opportunity to order these classic railroad videos for your private collection or for a gift. Each cassette contains two exciting classics:

TAPE 1—"Empire on Parade," color, 46 minutes, mid 1950's. Get a firsthand look at Great Northern freight trains and the commodities they hauled.
PLUS "From the Car Window," black and white, 15 minutes, 1930. Climb aboard and ride through history with this vintage footage of Great Northern's "Empire Builder." $39.95

TAPE 2—"California Zephyr," color, 28 minutes, early 1950's. You'll enjoy panoramic views from the Vistadome Car on the Zephyr's incomparable journey from Chicago to San Francisco.
PLUS "Path of a Giant," color, 12 minutes, early 1980's. Dramatic camera angles in this safety promotion film will impress you with the weight and power of freight trains. $39.95

TAPE 3—"Portrait of a Railroad," color, 28 minutes, early 1970's. Learn the story of Burlington Northern through one of the ten best industrial films of the decade.
PLUS "Western Coal Connection," color, 12 minutes, 1970's. Take a close look at the largest rail construction project in the last half century—the Gillette-Orin line. $39.95

TAPE 4—"Transcontinental Railroad," black and white, silent, 8 minutes, 1930's. Now you can own classic footage of Northern Pacific's "North Coast Limited" and its route from Seattle to Chicago.
PLUS "Mr. Dodds goes to Colorado," color, 29 minutes, 1950's. Travel with Mr. and Mrs. Dodds aboard the Burlington Route's Denver Zephyr and experience a ride on the famous Pikes Peak Cog Railway. $39.95

TAPE 5—"Lively World of Great Northern," color, 11 minutes, 1960's. Take a last look at the old Great Northern with the last film ever made by G-N.
PLUS "Alaska," black and white, silent, 10 minutes, 1930's. All aboard Northern Pacific's "North Coast Limited" to Alaska! Then enjoy a scenic ride on the Alaska Railroad. $39.95

NEW!

TAPE 6—"All Pullman Train West," black and white, silent, 10 minutes, 1920's. Step back in time with the earliest footage available of the Northern Pacific's North Coast Limited.
PLUS "Run-By Reel," color/black and white, silent, 28 minutes. See for the first time a variety of mixed run-bys of steam and diesel locomotives taken from vintage, unreleased films! Plus, you'll view some rare footage shot while making the 1934 film, "Silver Streak," featuring the Burlington Zephyr. $39.95

Order the entire collection (six tapes, twelve films in all) and pay only $204. You save almost $36. Or choose your individual favorites and pay $39.95 per cassette plus $2.00 shipping and handling per order. Texas residents, please include 6¼% sales tax on your total order (complete set or individual tapes). All tapes are currently available in VHS only.

Don't miss this opportunity to own these collectible classics. Order now by sending your check or money order to: Burlington Northern Railroad, Suite C-50, Continental Plaza, 777 Main Street, Fort Worth, Texas 76102.

ORDER FORM

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

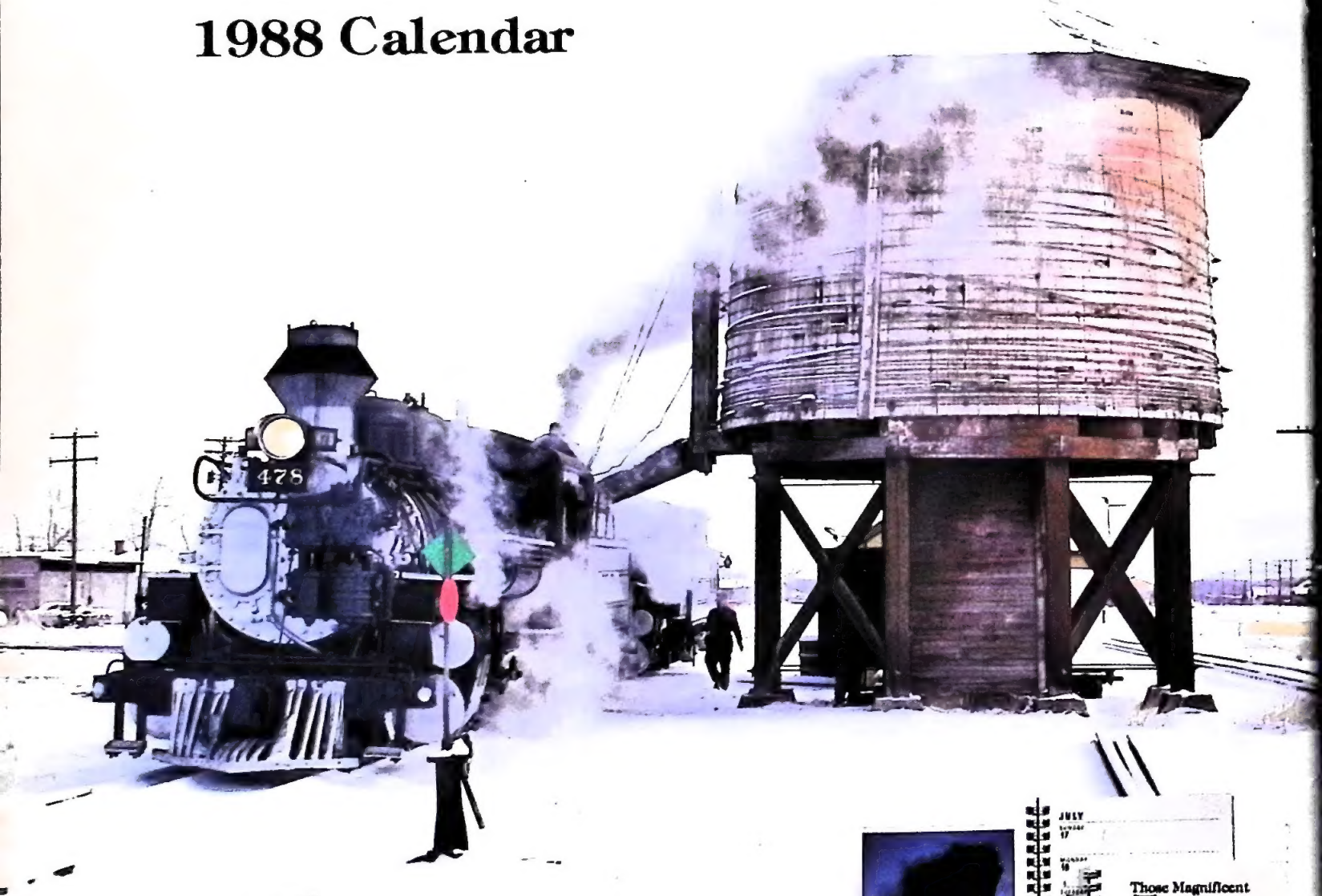
CHECK TAPE CHOICE(S)	# OF TAPES	AMOUNT
☐ **TAPE 1**	____ x $ 39.95	____
☐ **TAPE 2**	____ x $ 39.95	____
☐ **TAPE 3**	____ x $ 39.95	____
☐ **TAPE 4**	____ x $ 39.95	____
☐ **TAPE 5**	____ x $ 39.95	____
☐ **TAPE 6**	____ x $ 39.95	____
☐ **COMPLETE SET** (all 6 tapes)	____ x $204.00	____
	SHIPPING	$2.00
	TEXAS RESIDENTS ADD 6¼% (x .0625)	____
	TOTAL	____

BURLINGTON NORTHERN RAILROAD

Those Magnificent Trains®

1988 Calendar

Capture the thrill and excitement of American railroading every day of the year with Charles Ditlefsen's ninth annual 'Those Magnificent Trains' calendar. Measuring 12" x 24", this full-color calendar includes photography from the Chessie, UP, Western Maryland, Atlantic Coast Line, Sierra, Rio Grande (standard and narrow gauge), and the SP. Each of the 12 full-color lithographs is suitable for framing. $8.95



Those Magnificent Planes
1988 calendar

For the fourth consecutive year, we feature Ronald Hill's calendar of commercial aircraft from around the world. $8.95

Red Cars/ Yellow Cars
1988 calendar

Early views of LA, the Pacific Electric, and the LA narrow-gauge. $7.95

NEW!

Now, added to our 'Those Magnificent Trains' collection is a full-color datebook, featuring 36 images of classic railroading. Measuring 5" x 7", this is a must for your desk. (spiral-bound) $8.95

At your favorite dealer or bookstore or order by mail from:

CHARLES DITLEFSEN
P.O. BOX 1807
MILL VALLEY, CA 94942

Shipping—add $1 per calendar
Overseas—$4 surcharge
California residents add 6% tax

☐ MasterCard ☐ VISA

OR CALL TOLL-FREE:
1-800-227-6162